





## MUSIC

The LATEST POPULAR  
SONGS, WALTZES, FOX TROTS,  
ONE STEPS, etc.,

Give us a call and make your selection.

## MOUTRIE'S



Ready-to-wear  
**WASHING COATS**  
Made of Palm Beach Cloth, are  
light in weight, smartly cut  
and will retain their shape  
after washing  
**\$14.50, \$16.50 each**

**TROUSERS**  
Made of cream Gabardine,  
well cut and finished and will  
not shrink.  
**\$11.50 per pair.**

**MACKINTOSH**  
& CO., LTD.  
Men's Wear Specialists  
16, DES VŒUX ROAD,  
Telephone 29.

HAPPY HIT  
CIGARETTES

The Real Burley Cigarette

IT'S TOASTED.

An entirely New principle in  
Cigarette Manufacture.

SOLE AGENTS:

THE HONGKONG CIGAR STORE  
CO., LTD.

Hotel Mansions.

Tel. 151.

THE  
CORONET

August 21st, at 5.15 p.m.

WILLIAM FARNUM

in

"THE MAN FROM BITTER ROOTS"

9.15 p.m.

"HEARTS OF THE WORLD."

Booking at MOUTRIE'S.

PEACE TREATY AND GERMAN  
MERCHANT SHIPS.  
UNITED STATES AND ALLIES.

(BY ARCHIBALD HURD.)

Under the Peace Treaty Germany and Austria-Hungary will surrender all their sea-going tonnage to the Allies, and it is natural that some curiosity, if not anxiety, should be felt as to the disposal of these vessels, amounting in the aggregate to about 5,000,000 tons. The people of Great Britain are particularly interested in this question, first, because they live by ships, and secondly, because in order to promote the Allied cause they exposed, without reservation, the whole of their mercantile tonnage to attack during the submarine campaign, and lost over 1,000,000 tons as a result of enemy action. The losses far exceeded those of all the other Allies combined.

In these circumstances we are particularly concerned in the disposition of the German shipping surrendered under the Peace Treaty. It is not a shipowners' question, but a national question. Those owners who had their ships sunk have already received compensation—if inadequate compensation—under the War Insurance scheme, and consequently it is a mistake to regard the matter as one of importance only to the shipping industry. It is a matter which touches the pocket of every taxpayer, especially as merchant shipping has now risen to a phenomenal price. Owing to the shortening of hours in shipyards, the raising of the wages of the workers, and the reduction of output per working hour, the tendency is for the cost of construction to rise. It is in these circumstances a matter of vital importance to the British people that they should be able to secure at least their fair share of enemy tonnage.

It is understood that agreement has been reached as to the basis of distribution, the following principles having been accepted:

1.—Each of the Allies will retain the enemy tonnage in its possession, during the war.

2.—The remainder of the enemy tonnage will be shared by the Allies on the ton-for-ton principle, each country receiving compensation in proportion to the losses which it sustained owing to enemy action.

3.—The ships retained by each Ally in accordance with (1) will be offset against the losses, and if the interned vessels exceed the losses, as in the case of the United States and Brazil, for instance, the excess will be paid for in cash into the Allied pool.

This settlement is in some respects unfavourable to Great Britain, since services in placing its merchant shipping at the service of the Allies have never been adequately appreciated. Only those connected with the shipping industry, who realise that without British ships the Allied armies could not have been maintained and the Allied populations preserved in safety, can form a correct conception of the extent to which British merchant ships, manned by officers and men of incomparable courage and tenacity, contributed to the victory which has now been consummated. A peace treaty, as well as the settlements flowing from it, is necessarily a matter of compromise, since many Powers are involved, and the instrument which has been fashioned in Paris is no exception to this general rule. But in gaining acceptance of the ton-for-ton policy, some measure of justice has been secured for British maritime interests.

It is desirable that the misapprehension which apparently exists with reference to the attitude of the United States towards enemy ships interned in American ports should be removed. The sequence of events on the other side of the Atlantic goes some way to explain the decision which has now been reached.

In the early days of the war, owing to the activity of the British Fleet, the enemy interned in ports of the United States a large number of vessels, with an aggregate tonnage of about 600,000. These ships included some of the finest passenger liners of the Hamburg-American and North German Lloyd companies. So far as is known, neither the British nor any Allied Government questioned the legality of the action being given to the ships, although it is obvious that if they had not taken refuge in American ports the majority of them would have been captured by British cruisers and brought to British ports as prizes. On the contrary, these German vessels were protected by American neutrality down to the period in April 1916—when the United States entered the war. The Senate then passed a resolution, the legality of which in international law it is unnecessary to pause to discuss, declaring that all these vessels had become American property. In accordance with this resolution, the ships hoisted the American flag, were manned by American officers and men, and from that time forward, though regarded as American ships, were employed very largely in the common interests of the Allies.

When the armistice was signed, public opinion in the United States expressed itself as strongly opposed to relinquishing the major portion of these ships in accordance with the ton-for-ton policy, particularly as most of them would then have passed automatically under the British flag. As it is, the Americans will retain shipping far in excess of the small losses which they incurred by sea. Roughly, one-twentieth of this country's losses—but, to the extent to which the interned ships exceed the losses, compensation will be paid in cash to the common pool. The same principle will, of course, be applied to Brazil.

Nothing is to be gained by distorting this matter or by importing into it considerations which rest upon no solid foundation. Keen competition by sea with the United States must be regarded as one of the inevitable results of the war. But let us keep to facts. Messages from the other side of the Atlantic recently published have tended to hide the essentials of the present situation. We have emerged from the war with almost 15,000,000 tons of shipping, whereas five years ago we had upwards of 18,000,000 tons.

(Continued at foot of next column.)

AID FOR EX-SERVICE MEN.  
SIR D. HAIG'S ADVICE.

Sir Douglas Haig received the freedom of Liverpool, and was given a rousing reception by the citizens on July 25th. He inspected Crimen and Mutiny veterans and watched the march past of an imposing body of Lancashire ex-soldiers.

Replying to the presentation of the freedom, Sir Douglas Haig paid a tribute to Liverpool's effort in the war, and said: "I have, during many months, received frequent invitations to give such support as my name might bring to a number of benevolent associations for the assistance of ex-Servicemen. It is an object which I have very closely at heart. I have found it impossible, however, to identify myself with any particular one of these organisations, whether the Comrades of the Great War or any other, because I believe the matter is one of such great and national importance that it ought to be the concern of a single national organisation. (Cheers.) An effort has been made to create a body which should unite together all other leagues and associations which have been started by or for disabled and demobilised soldiers and sailors. It is hoped so to much more than merely amalgamate existing organisations, and rather to form new clubs and societies, not only in Great Britain, but throughout the whole Empire for all who have served their country in the great war. That movement has proceeded slowly, and is still very far from achieving success. It has to contend with the fact that there are at least three powerful organisations in existence and these have not all been ready to accept fusion, or at least not to accept it in the terms offered to them. I do hold very strongly that some form of co-ordination in the work of these different bodies are trying to do is absolutely essential. If there were no other reason in favour of unaided effort there is the avoidance of overlapping and waste of effort, the competition, and tendency to antagonism, signs of which are already sufficiently evident among bodies which are really working for the same end. Nothing could be more regrettable than this unless it is the tendency to develop a political aspect—a tendency which is the natural result of rivalry and antagonism, and which has unfortunately already begun to manifest itself. We want above all things to keep this great national effort to help our soldiers of all ranks and their dependents, clear of all political connections. (Cheers.) We should strive to do our work not by rivalry, jealousy, and wire-pulling one against the other, but by comradeship and mutual help. We want to keep alive amongst the Allies service men the same spirit of mutual trust and confidence which carried us through the war, and if we do that we shall undoubtedly pull through our present difficulties with a like success. (Cheers.) And so my proposition is this: The effort to amalgamate these different ex-Servicemen societies throughout the country which is under consideration at the War Office has not yet achieved success, and there is a limit to the time that any man can wait. Why should we not try and hasten the movement by starting on our own, each of us in the area he knows and works in? Sir Douglas concluded by asking Liverpool to lead the country in this matter, and if there should be a central co-ordinating body for the whole kingdom it would be able to discharge its functions without interfering unduly with decentralised control of local co-ordinating bodies.

tons—for we have replaced a good deal of tonnage. The United States at the coming of the European war possessed about 2,000,000 tons of sea-going shipping, apart, that is, from vessels on the Great Lakes; the Americans now have about 5,000,000 tons.

A larger proportion of American than of British tonnage is necessarily at sea at this moment, engaged in commerce or carrying, because we are still preoccupied with the urgent problem of demobilising the army, and particularly the infantry, troops and supplying the army of occupation. Furthermore, the amount of British tonnage now being employed is limited by a number of circumstances. In the first place, scores of ships, after their exacting war service, are being reconditioned, and in the case of many vessels this involves elaborate structural and other alterations. Owing to the labour conditions in the shipyards, this work is progressing only slowly. In the second place, labour unrest exists at some of the principal ports, hindering loading and unloading. The other day a ship arriving from America had to carry back its cargo. And then, thirdly, delays of the most serious character are occurring in bunkering ships.

The result of the interference with the normal flow of shipping is to throw an increasing proportion of the world's carrying trade into the hands of the Americans, the "Norwegians," Scandinavians, and the Japanese. These shipping interests are, naturally, taking the fullest possible advantage of our war embarrassments and of the handicaps which British labour, without realising the consequences, is imposing upon the great and essential industry of the country. The mercantile position, upon which every British interest depends, was indeed never more serious than it is to-day. The Americans and the Japanese are turning out a great volume of tonnage, and the ships are being well designed and well built. There is no greater mistake than to regard this competition as ephemeral. It is, on the contrary, a factor which will have to be taken into serious account for a good many years to come. It will be folly for shipbuilders and workers to leave the immense body of workers associated with them, to believe that we have an inalienable right to carry half the seaborne commerce of the world. We gained that position by efficiency and economy and hard work and only by those means can we hope to regain our former maritime supremacy.—Daily Telegraph.

IRELAND AS A DOMINION.  
IRISH UNIONISTS' STATEMENT.

The following statement has been issued by the Standing Committee of the Irish Unionist Alliance:

A newly-established body, describing itself as the Irish Dominion League, has issued a manifesto which is a very curious document.

We are told, in the first issue of the "Irish Statesman," the organ of that body, that it is "not concerned to deny the right of the majority of the Irish people to self-determine themselves out of the British Commonwealth if they choose." In strange contrast with the above, the manifesto tells us (paragraph 5) that the Dominion status implies no "right to cut the painter." Let there be no mistake about it, whether the "right" would exist or not, the painter would be cut.

The Sinn Féin organ, *Free Ireland*, makes this perfectly clear. In its issue of June 25th it says: "They (the Irish Dominionists) ask for the status of Australia or Canada. They must surely know that the first act of any freely elected Parliament, in full control of Irish economic and military resources, would be to declare an Irish Republic."

We look to the manifesto in vain for evidence of any solicitude for the safety and security of the United Kingdom and the Empire. The manifesto admits the abstract right to establish a Republic, but confines its objections to its effect on Ireland in the following words: "We see no advantage for Ireland in the status of a Republic, but many disadvantages, which as a Dominion she would not have to fear."

Our strongest reason for rejecting the Republican demand is that it must of necessity disastrously divide Irishmen, at a time when every effort should be made to unite them. As the *Freeman's Journal* of June 25th truly says: "To establish an Irish Republic within the lifetime of any of the existing generations involves the utter defeat of Great Britain and her reduction to a condition such as that to which the Austrian Empire has been reduced."

Such is the prospect which the signatories to the manifesto apparently contemplate with either equanimity or indifference. Their only objection to a Republic is that it would be disadvantageous to Ireland, while the "Irish Dominion League" to which they belong is "not concerned to deny the abstract right" to its establishment.

It is recognised by the signatories to the manifesto that the loyal Dominions of Canada, and possibly Australia, would have the physical ability to secede from their present allegiance, if they so desired, and that other loyal Dominions, if their peoples desired separation, might meet with no opposition in the British Parliament.

The possibility of the secession of loyal parts of the Empire is contemplated, though not one of them has ever expressed a desire to secede. When, however, we come to the one part which allied itself to victory, which for years has been demanding total separation, where the majority proclaim that they will be satisfied with nothing less, and where the terror of the boycott and the bullet of the assassin are the weapons employed for its achievement, we are asked to rely for security against secession on the mere belief of an important and substantial minority of the Irish people, and of the population of England, Scotland, and Wales, that a break in the strategic unity of these islands would involve them in the gravest peril. The "important and substantial minority of the Irish people," no matter what they believed, could not prevent the establishment of an Irish Republic, and if the population of England, Scotland, and Wales sought to give effect to their belief, they would have to do so at the point of the bayonet.

The apparent belief of the signatories that the negligible difference between the status of a Dominion and a Republic will suffice to preserve the strategic unity of these islands, can only be accounted for by ignoring realities and relying on visionary theories which are contradicted by facts.

Turning to the portion of the manifesto which deals with Ulster, we are told that she is to be either ejected or coerced. She is asked to state what special safeguards she demands, but whether she is satisfied with paper guarantees against legislative or administrative injustices or not, it is made clear that, if the Dominion status is accepted by the rest of Ireland, she must submit. We are thus asked to add to the other evils which would flow from the Dominion status, the probability, if not certainty, of civil war.

Such, in brief, is the programme of the "Irish Dominion League," and its organ the "Irish Statesman." All who are concerned for the peace, order, and progress of the Irish Nation are invited by the signatories to join the League, and to give it their moral and financial support. The Irish Unionist Alliance trusts and believes that those who are concerned for the peace, order, and progress of Ireland will resolutely decline to support a policy which, if successful, would produce the very opposite results and constitute an Imperial danger of the first magnitude. The arguments in favour of the maintenance of the Legislative Union were never so powerful as they are now. To grant the Dominion status, and to hand over Ireland to pro-Germans and to rebels, would be an act of madness.

It is surprising to find presumably loyal citizens subscribing to the doctrine set forth in their organ, the "Irish Statesman," that the authority of the Crown in Ireland is alien, irresponsible, and unconstitutional. It might have been supposed that they would have done all in their power to aid and encourage the efforts of the Irish Executive to save the country from a state of absolute savagery; but this apparently is not so. The Lord-Lieutenant and Chief Secretary may rest assured that every loyal Irishman will support them in doing their duty in the cause of order and civilisation.

## INTIMATIONS

## ORANGES

Fresh Arrival of

ORANGES.

\$1.20 per dozen.

WISEMAN, LTD.

TELEPHONE 407.

## FOR SALE

1919

POSTAGE STAMP  
CATALOGUES

from

Scott Stamp Co., New York.

Yvert et Tellier, Paris.

Bright & Sons, London.

Whitfield King & Co., Ipswich.

**GRACA & CO.**

No. 10, WYNDHAM STREET.

HONGKONG.

P.O. Box 629.

**S. K. TSAN & CO.**

HONGKONG & SWATOW.

公 WHOLESALE AND RETAIL 成  
司 Swatow Drawn Thread Work, 順  
Canton Embroidery, Grass Cloth,  
Fillet, Cluny, Point Crochet Lace  
and Silk Fancy Goods, etc., etc.

54, QUEEN'S ROAD CENTRAL,

HONGKONG.

DAIRY FARM NEWS

KIPPERS KIPPERS

Just Received

A New Shipment direct from

Scotland

65 cents per lb.

HALF A CENTURY REPUTATIONS.

**DR. LE CLERC'S PILLS FOR THE LIVER & KIDNEYS**  
Invaluable for diseases of these important organs, Gravel, Gout, Rheumatism, Dropsy, Fatty Liver, Biliousness, Constipation, Indigestion, Headache, Neuritis, etc. Price 8s. leading Chemists, or post free, Dr. Le Clerc Med. Co., Haverstock Road, N.W., London, England. Depot: Paris, 12, Rue Cassinière; New York, 90, BROADWAY; Toronto, LYMANS, LTD.; Australia, ELLIOT BROS. Sydney and Brisbane; New Zealand, DAVIS CO. Dunedin, Christchurch, Wellington, India, B. K. PAUL & Co., Calcutta.

**MARTIN'S APOLASTEL APOLASTEL PILLS**  
A Powerful Remedy for all Intestinal Disorders, Indigestion, Biliousness, Constipation, Headache, Neuritis, etc. Price 8s. leading Chemists, or post free, Dr. Martin's Med. Co., Haverstock Road, N.W., London, England. Depot: Paris, 12, Rue Cassinière; New York, 90, BROADWAY; Toronto, LYMANS, LTD.; Australia, ELLIOT BROS. Sydney and Brisbane; New Zealand, DAVIS CO. Dunedin, Christchurch, Wellington, India, B. K. PAUL & Co., Calcutta.



## COMPANY MEETING.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

An extraordinary general meeting of the Indo-China Steam Navigation Co., Ltd., was held yesterday morning in the offices of Messrs. Jardine, Matheson & Co., Ltd., to pass an extraordinary resolution making alterations in the Articles of Association of the Company. Mr. D. G. M. Bernard presided, and there were also present Sir Paul Chater, C.M.G., Sir Robert Ho Tung, Mr. G. W. Barton, Mr. J. W. C. Rogers (directors), Mr. W. E. L. Shenton (secretary to the company), the Hon. Mr. Ho Fook, Messrs. B. M. Austin, D. McMurray, S. E. Grimstone, R. Macdonald, S. MacIntyre, D. Tod, A. B. Stewart, Lo Map Him, Ho Shai Kin, Ho Jwing, Ho Kwong, Lo Cheung Shiu, R. H. Kwok, S. E. du Luz and Mr. E. F. Austin (secretary).

The Chairman said: Gentlemen, the object for which this meeting has been called, to give effect to certain amendments and additions to the Articles of Association, which were adopted on the 8th of October last.

After the present Articles had been adopted they were submitted to the Secretary of the Share and Loan Department of the London Stock Exchange, who has informed our London Attorneys that these amendments and additions must be made to enable our shares to be retained in the Stock Exchange Official List. It is well known that this Official List is an important publication and is recognised in the world's principal money markets. It is in constant use by, and is a great convenience to, bankers, financiers and the public generally, and valuations for balance-sheets, loans and probates are based thereon without further enquiry. For investment purposes a place on the list also contributes to the marketability of the shares. Your directors, therefore, after fully considering the matter have come to the conclusion that it is in the interests of the shareholders, as well as of the Company, that the requirements of the London Stock Exchange should be complied with.

I do not think there are any other points of importance to which I need refer, but I shall be pleased to answer any questions the shareholders may wish to ask. I now propose the following resolution:

That the Articles of Association of the Company be altered as follows:

- (1) By inserting in Article 21 after the words "upon all the shares" in the second line thereof the words "other than fully paid shares."
- (2) By adding at the end of Article 25 the following words: "but any director so appointed shall hold office only until the next following ordinary general meeting of the Company, and shall then be eligible for re-election."
- (3) By adding the following new Article, to be numbered 29a, viz:—"The Company may by a special resolution appoint any director before the expiration of his period of office."
- (4) By striking out the word "forfeited" in the second line of Article 103 and inserting in place of such word the word "utilised," and by omitting the full stop at the end of such Article and by adding at the end of such Article the words "until claimed."
- (5) By inserting in Article 111, after the word "served" in the sixth line thereof, the following words: "and two copies of each of these documents shall at the same time be forwarded to the Secretary of the Share and Loan Department, The Stock Exchange, London."

Sir PAUL CHATER seconded, and the resolution was carried unanimously.

The Chairman reminded the shareholders that a supplementary meeting will be held on Wednesday, September 10th. This ended the business.

## IMPERIAL DUTIES.

Mr. Massey, Premier of New Zealand, addressing Pressmen at Halifax, declared that the duty of the British Empire was heavier, and its responsibilities more serious, now that the war was over, than before. It was imperative in order to maintain the peace of the world that the British Empire should stand together and show a firm front as it had through the war. Soldiers should put into reconstruction work the same spirit that they had shown during the war.

## CANTON NEWS.

CANTON, August 20th.

## RICE SITUATION.

Owing to the shortage of rice, the members of the Provincial Assembly, it is said, propose to request the authorities to distribute a certain amount as relief to the poor. Each member, it is suggested, will subscribe \$100 from his salary for the same purpose.

The Committee of the Relief Bureau, in view of the suspension of relief work through lack of funds, has requested the Military Government to devote the sum of \$200,000 from the surplus of the Customs revenue to the bureau to continue the sale of cheap rice to the people.

It is reported that the reopening of the Pak Koi Pak lottery has been sanctioned subject to certain considerations. The merchants who are endeavouring to obtain the monopoly propose to offer a certain amount to the Relief Bureau for the purpose of selling cheap rice to the people when a famine threatens.

## STUDENTS RUN AMOK.

The students of the Civil Law Academy ran amok yesterday, as a protest against the appointment of an unwelcome person as headmaster of the academy. The police were called in to suppress the disorder, and a free fight occurred. As a result of this, everything in the premises was smashed, and the police were forced to beat a retreat. The matter remains unsettled.

## PIRACY.

The authorities learn that a big piracy took place off Waichow on the 15th, when more than 20 cargo junks were seized. The junks were being towed by launches and were approaching Canton with valuable cargoes from Waichow. Their whereabouts are unknown. The Vice-consul and the River Defence Commissioner in Canton has been ordered to give immediate attention to the matter.

## KWANGSI'S TROUBLES.

A message from Nanning states that the situation in Kwangsi is very obscure. The conscription of new troops is taking place at a greater rate than the demobilisation of the old troops. Large bodies of the regular forces are to be sent on the way to Lungchow. More than 20 military stations have been erected on the road from Nanning to Moming, and most of them are occupied by new troops. A Wuchow message states that owing to the shortage of subsidiary coins business is very dull. The notes issued by the banks in Kwangsi are at a great discount. The price of rice is increasing, and the exportation is prohibited. Owing to the increase of the tax on rice the people in Wuchow have been on strike since the 16th. Communications and traffic are interrupted owing to the junk people joining the strike movement.

Another message states that General Juk Wincing has given instructions to build a number of barracks in Lungchow. He has requested the Canton Tschun to send a large quantity of Canton subsidiary coins to Kwangsi for the maintenance of the Kwangsi money notes. The Tschun sent coins to the value of \$170,000 to Wuchow by gunboats yesterday.

## ALL OVER A BAD COIN.

## SYMPATHISING WAITER ASSAULTED.

A Chinese tough went to a tea-house to have a cup of tea and when the waiter brought him a bill for four cents he tendered a half twenty-cent piece. When the waiter refused to take the coin the man abused him. Sympathising with the man's situation, the waiter told him to go home and pay the money at some future time. The man then left the tea-house, threatening to take his revenge. Next evening he returned armed with a large piece of wood, and assaulted the waiter. The Police were telephoned for, and they arrested the assailant.

When charged at the Magistracy with assault, yesterday, the prisoner stated that he struck the waiter in self-defence. When he visited the tea-house on the second occasion to pay the four cents he was assaulted.

Mr. Lindell fined defendant \$10 and bound him over in a personal bond of \$100 to keep the peace for twelve months.

## PROFITEERS IMPRISONED.

Mr. Shortt informed Mr. Higham in the House of Commons on July 9th, that profiteering by retail traders was punishable by imprisonment without the option of fine. The Ministry of Food informed him that thirty-one such sentences were imposed last year and six this.

## MORE RICE LOOTING.

## CARO JUNK ATTACKED.

While some coolies were unloading a cargo of rice from a junk in Connaught Road West, on Tuesday afternoon, eight men made a raid on the vessel and stole 345 catties of rice. The owners immediately reported the matter to the Police, and as a result of investigations, they visited a rice dealer's shop in Connaught Road West and questioned the master, who admitted purchasing 10 lbs. of rice from a coolie employed at the Kowloon Godowns for 80 cents. The coolie was arrested and was charged at the Magistracy, yesterday, with theft, while the master of the rice store and two *fukis* were charged with receiving the rice knowing it to have been stolen.

The Police asked leave to withdraw the charge against the master and a *fuki* and use them as witnesses for the prosecution.

Mr. Lindell agreeing, the master went into the witness box and stated that the coolie, accompanied by two boys, brought the rice to his shop and wanted it weighed. After the weighing, he wanted to sell it to witness for a few ten-cent pieces, but witness refused to buy it. The second defendant, the accountant of the store, bought the rice for 80 cents. The rice was contained in a Chinese bamboo hat when brought to the store.

First defendant stated that while working on the Praya he missed his hat, and later discovered that the boys had borrowed it to carry the stolen rice in. He followed them to the shop merely to recover his hat. It was the boys who sold the rice.

Mr. Lindell did not believe defendant's story and sentenced him to six weeks' hard labour.

The accountant denied all knowledge of the transaction, but Mr. Lindell stated that he was convinced defendant was present and paid the money. He fined him \$50.

## ANOTHER MURDER IN CITY.

## MAN ARRESTED ON SUSPICION.

Another murder was committed in the Colony early yesterday morning, the scene of the tragedy being West Point. The Police have arrested a man on suspicion.

It appears that a rattan-splitter of the Kwong Fat Hing rattan-shop, No. 13, Cheong Ching Street, was returning home at about 1 a.m. yesterday, when he noticed a man shadowing him with a dagger in his hand. Fearing that he was to be the next victim of the vengeance of the rattan makers, he ran into a latrine in Queen's Road West and hid himself. His pursuer, however, followed him into the latrine, and there, after a severe struggle, inflicted a stab wound in his back and another on his left wrist. The injured man, just as he was collapsing, cried out for help. This was heard by some passer-by who blew their police-whistle. The Police arrived on the scene with an ambulance and conveyed the injured man to the hospital, but he succumbed to his injuries while on the way.

## JEWEL-BOX AS PILLOW.

## AN ACT OF INGRATITUDE.

Two Chinese fellow-passengers on the *Huang Shun* struck up a close acquaintance on board, and one of them, noticing that the other had no bedding, gave him his jewel-box to serve as a pillow. When the vessel reached Hongkong the owner of the box noticed it had been broken open and that \$75 in notes and four rings had been extracted from it. He questioned his companion, who attempted to run away but was arrested on the wharf.

At the Magistracy, yesterday, when charged with theft, the man admitted his guilt and was sentenced to a month's hard labour.

## AN OPIUM CASE.

At the Magistracy, yesterday, a Chinese was charged with being in unlawful possession of 81 taels of raw opium.

Defendant was found by the Police hiding in the hold of the *Haitan*, and when his luggage was searched the drug was discovered.

Mr. Lindell fined defendant \$600, with the alternative of four months' hard labour.

## SHANGHAI'S LABOUR PROBLEM.

## BEATING THE PROFITEERS.

A few weeks ago we had occasion (writes the *N. C. Daily News*) to refer to the local labour market, and to point out the serious state of affairs then existing. There had been a rush of cargo to the port, far in excess of anything seen during the war, and with a very great shortage of coolies, delay was inevitable in handling it. Inquiries which have been made this week elicit the information that matters are more normal, and they also show a courageous and well-designed attempt to put a stop to the profiteering which was undoubtedly occurring.

The nature of the labour shortage showed that many difficulties would have to be overcome in order to find a satisfactory solution. Wages have risen on an average 50 per cent, and it has been found that the coolie by working half a day, perhaps, can earn enough to enable him to tide the remainder of the time. To pay him a wage which would be adequate and yet call for his employment the whole day, was the first point. Another was to see that he obtained his fair share of the amount paid out by the company, and which would have to pass through several hands: those of contractor, subcontractor and head ganger, if not one or two others—before reaching him. In addition there was rather more than a suspicion that the gangsters were exploiting the situation for their own ends, and the necessity of circumventing them was felt acutely. Finding that the shortage was putting money into their pockets, it is practically certain that they took steps to drive labour away, and succeeding in doing so, they took their proud position among the noble army of profiteers. To add to the trouble of shipping and other companies employing a large body of cool labour, the shortage became further pronounced by the outbreak of the choleraic diarrhoea.

## IMPORTED LABOUR.

It was this situation that the employers of labour had to face. In the course of time it would have righted itself, but meanwhile cargo was being held up and business delayed. There is one labour commodity in China which can be treated more or less under the heading of imports and exports, and that is the coolie. Every year shiploads of coolies are exported from Shanghai to Manchuria, and later on imported back again. A scheme such as this suggested an amelioration of the position in Shanghai, and steps were forthwith taken to recruit labour. The coolies thus obtained were shipped to Shanghai, and set to work on a monthly wage, doing the jobs which were formerly carried on by the free and floating labour which was formerly so plentiful. In view of the conditions in Shanghai this is not regarded as the ideal solution so far as wharf and godown work is concerned, but it has had a beneficial effect. Under stress of this new competition the wharf coolies show a tendency to do a more honest day's work, and equally important, if not actually more so, it is gradually breaking the ring of profiteers formed by the head gangsters, men who control a score of coolies each.

## TOKIO PRESS STRIKE.

## PUBLISHING BEGUN AFTER FOUR DAYS.

After a stoppage of publication lasting four days the Tokyo newspapers appeared again on August 4th. The occurrence has been an unprecedented one in the annals of journalism in Japan, and the news from which the Tokyo people—or more strictly speaking, that section of the Tokyo citizens who solely rely on the vernacular press—suffered, must have incidentally taught them the great value of the daily paper.

The strike, or rather lock-out which ended by compromise on August 4th, was unfortunate in that the printers in bringing forward their demands lacked careful consideration of the nature of their ultimatum and apparently had not sufficient determination to carry the thing through. From the outset the printers were forestalled and out-manoeuvred by their employers in every respect and they finally had to sue for peace within 24 hours of the declaration of war. The demands of the strikers included items such as a minimum wage of ¥70 and an 8-hours day, things not feasible in the present condition of Japanese society. The printers' demands generally were not reasonable and, as they were not backed up by sufficient determination, their failure and unconditional surrender to their employers is not surprising.

In appearing again most of the local papers published editorials bearing upon the incident. The *Jiji* had a word of apology to its readers for suspending its publication and explained how the inordinate demands of its printing-room workers compelled the publishers reluctantly to stop temporarily the issue of the paper. It concluded by stating that in view of the fact that the workers' demands originated in the extraordinarily high cost of living the Government should take prompt steps to remedy the situation.

The *Hokko* held that the Government was responsible for the trouble in the Press world, and argued that the policy of the Government had led to the unbearable rise of the price of goods, which occasioned the workers' restlessness. It does not doubt that troubles will occur successively now on between employers and employees in general, and contends that the Government must in duty bound take measures which will ameliorate the situation.—*N. C. Daily News*.

## LANE, CRAWFORD &amp; CO.



## GENTLEMEN'S

## SHIRTS

OF QUALITY  
THAT  
FIT AND WEAR  
WELL

## AMERICAN MADE

WHITE SOIESETTE COAT  
SHIRTS WITH SOFT DOUBLE CUFFS.  
OPEN ALL DOWN FRONT, THEY GO ON & OFF LIKE  
A COAT, THE SHIRT FOR HOT WEATHER WEAR.

\$3.75 each — THREE FOR \$10.50

## LONDON MADE

WHITE AND COLOURED SHIRTS  
(NOT COAT SHAPE)

IN SEVERAL STYLES & QUALITIES  
\$3.50 TO \$5.00 EACH.

## LANE, CRAWFORD &amp; CO.

## WHEN TYPING SEVERAL COPIES.

Were you ever annoyed by having to bang the keys so hard? Yes! and by some of the words on the last copies turning out illegible.

This does not happen with the Hammond. Simply turn a screw—once for each copy.

Not only will each copy be legible, but on each sheet every letter will be of equal thickness.

And this will happen no matter how hard or how softly you strike the keys.

This is only one way in which the Hammond is superior to other makes; for further particulars apply—

Messrs. BREWER & CO.,  
(Sole Agents: Hongkong).

1106]

UNIVERSAL IMPORT & EXPORT CO.,  
GENERAL COMMISSION AGENTS.

(Hotel Mansions, Top Floor).

P.O. BOX 348.

Telegraphic Address:

"UNIMPEXCOY—HONGKONG." "MONTBEAU—PARIS, FRANCE."

Head Office:—BEAUMONT &amp; Co., 17, Rue Richer, PARIS, FRANCE.

Branches in France:—LYONS, BORDEAUX, MARSEILLES.

Also in French Indo-China, Canada, Central and South America.

Codes Used:—A.B.C. 5th Edition, A.Z. French Edition.

[1082]

MACARONI, PASTE STARS, EGG NOODLES, VERMICELLI,  
AND ALL KINDS OF SOUP STUFFS.

All our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World.

Terms moderate, especially for Agencies. Orders executed promptly.

## THE HING WAH PASTE MANUFACTURING CO., LTD.

Head Office: No. 47 &amp; 48, Connaught Road, Central, Hongkong; Telephone No. 1238 &amp; 1239.

Principal Factory: No. 71, North Beach Road, Shanghai, China; Telephone No. 3386.

Branch Factory: Wing Hing Street, Causeway Bay, Hongkong.

Cable Address: "Hingwah".

## Powell Ltd.

TELEPHONE 346.

JUST RECEIVED!

LATEST STYLES

IN

STRAW HATS

AND

SUN HELMETS

MADE BY

## GLYN &amp; CO.,

44, OLD BOND ST, LONDON, W.

SINGLE AND DOUBLE TERALS.

SOFT FELTS AND THE

POPULAR VELOURS

IN ALL THE

NEWEST MATERIALS.



## INTIMATIONS

HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD.

MR. J. ARNOLD has been appointed  
Secretary to the Company.  
By Order of the Board of Directors,  
STANLEY H. DUDWELL,  
Chairman.  
Hongkong, August 19th, 1919. [1144]

## WANTED.

AN experienced COMPTROLLER for  
Export Business, immediately, who is  
able to furnish security either Title, Deed or  
Cash.  
Reply stating experience and salary  
required.  
Apply—  
Box 1140, Office,  
Care of "Daily Press" Office.  
[1140]

## WANTED.

WANTED by British Firm JUNIOR  
ASSISTANT with some experience  
of Import & Export routine. Only those  
able to write a business letter in grammatical  
English need apply. State references and  
salary expected. Good prospects for right  
man.  
Apply—  
Box No. 1141,  
Care of "Daily Press" Office.  
[1141]

TIENTSIN DISTRICT.  
PILOTAGE NOTIFICATION.

NOTICE IS HEREBY GIVEN that an  
EXAMINATION OF CANDIDATES  
is provided for by Article IV of the General  
Regulations for the Pilotage Service in  
China will be held in this Office on  
THURSDAY, the 28th day of August, 1919,  
at 10 A.M.  
ROBERT DOUGLAS,  
Harbour Master.  
Harbour Master's Office,  
Custom House,  
Tientsin, August 20th, 1919. [1128]

G. R.  
IN THE MATTER of the Trading with  
the Enemy Ordinances, 1914 to  
1918.

THE CUSTODIAN OF ENEMY  
PROPERTY, Hongkong, has for sale  
Private Tender the following number of  
Shares in the undertaking of the HONGKONG  
AND WHAMPOA DOCK COMPANY, LIMITED,  
namely, 250 (Two Hundred and Fifty)  
Ordinary Shares in respect of the Capital of  
the said Company as existing prior to its  
increase in 1915 and 57 (Fifty-seven)  
Ordinary Shares (being the rights in respect  
of the said 250 Shares) in respect of the  
Capital of the Company as increased in  
1915.

Tenders for the above will be received up  
to and including the 10th day of September,  
1919.

Particulars, Forms of Tender and Condi-  
tions may be obtained from the CUSTODIAN  
OF ENEMY PROPERTY, Hongkong, at the  
SOLICITORS, DRAGON, DRAGON & HARTON,  
Solicitors, 1, Des Vaux Road Central, Hong-  
kong.

By Order,  
C. McF. MESSER,  
Custodian of Enemy Property,  
Hongkong.  
Hongkong, August 15th, 1919. [1132]

G. R.  
NOTICE.

ALL PERSONS with the exception of  
those of Chinese race desiring to leave  
the Colony for places other than Canton,  
West River or Macao should apply in person  
for remission to do so at the PASS  
OFFICE, POST OFFICE BUILDING  
between the hours of 8 A.M. to 1 P.M. and 3 P.M.  
to 4 P.M. daily.

Applicants will be required to produce  
Passports or identification papers.

All persons, with certain exceptions, who  
remain in the Colony for more than 7 days  
are required to register themselves under  
the REGISTRATION OF PERSONS  
ORDINANCE, 1918.

Forms of Registration, giving the parti-  
culars required, may be obtained at the  
G.P.O. and at all Police Stations.  
The Penalty for non-compliance is a fine  
not exceeding \$50.

PACIFIC MAIL STEAM-  
SHIP CO.

OPERATORS FOR  
THE U.S. SHIPPING BOARD  
will despatch the  
S.S. "WESTCONOB"  
For SAN FRANCISCO, VIA KEELUNG  
AND SHANGHAI  
On AUGUST 25th, 1919, at Noon.  
Hongkong, August 20th, 1919. [1143]

## TO-NIGHT

WHEN YOU VISIT

THE CORONET

PUT YOUR NAME DOWN

TO RECEIVE GRATIS

THE REVUE.

## INTIMATIONS

HONGKONG HOTEL COMPANY,  
LIMITED.

## NOTICE.

IT IS HEREBY NOTIFIED that an  
INTERIM DIVIDEND of \$4 per share  
has been declared for the Half Year ending  
June 30th, 1919.  
The Dividend will be payable on and  
after THURSDAY, AUGUST 28th, 1919,  
at the Offices of the Company, where  
Shareholders are requested to apply for  
Warrants.  
The REGISTER of SHARES of the  
Company will be CLOSED from August  
20th to 27th, 1919, (both days inclusive),  
during which period no transfer of shares  
can be Registered.  
By Order of the Board of Directors,  
J. H. TAGGART,  
Manager.  
Hongkong, August 14th, 1919. [1119]

THE HONGKONG ROPE MANU-  
FACTURING CO., LTD.

AN INTERIM DIVIDEND of ONE  
DOLLAR (\$1) per Share for account  
1919 will be payable on THURSDAY,  
AUGUST 28th, 1919. Shareholders are  
requested to apply for Dividend Warrants  
at the Company's Office St. George's Build-  
ing, Hongkong.  
The TRANSFER BOOKS of the Company  
will be CLOSED from Thursday, August  
21st, 1919, to Thursday, August 28th, 1919,  
both days inclusive.  
SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, August 19th, 1919. [1125]

## WANTED

A HOUSE in vicinity of Magazine Gap.  
Reply—  
Box No. 1131,  
Care of "Daily Press" Office.  
[1131]

## WANTED.

ON or before 1st October a 5 or 6  
ROOMED HOUSE Upper level.  
Apply to—  
HOUSE,  
Care of "Daily Press" Office.  
[1124]

## TO LET.

PART of Ground Floor.  
10, Des Vaux Road Central.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
[1109]

## TO LET (UNFURNISHED).

NO. 9, MOUNTAIN VIEW, from 1st  
October, 1919.  
Apply—  
Care of "Daily Press" Office.  
[1064]

## TO LET.

NO. 104, THE PEAK, 8-Roomed House  
as the Peak.  
Apply to—  
PERCY SMITH, SETH & FLEMING  
[1123]

## TO LET.

FURNISHED at the Peak, No. 4, Stewart  
Terrace.  
Apply—  
H. E. POLLOCK,  
Supreme Court.  
[137]

## TO LET.

FURNISHED for 18 months, No. 87, THE  
PEAK (No. 1 Stewart Terrace) containing  
3 Bedrooms and Bathrooms, Hot and Cold  
Water, Drying room, Dining Room, Drawing  
Room, Sitting Room and Usual Offices and  
Servants' Quarters, also Large Garden.  
Possession July 15th.  
Apply to—  
HUMPHREYS ESTATE & FINANCE  
CO., LTD.,  
Alexandra Buildings  
81

## FOR SALE or TO LET on long lease.

FURNISHED or UNFURNISHED from  
October 1st, 1919. No. 96 THE PEAK,  
(End House of Stewart Terrace) Hot Water  
throughout Double Grass Tennis Court  
with Pavilion and large Kitchen Garden.  
Apply—  
E. A. M. WILLIAMS,  
LOWE, BINGHAM & MATTHEWS,  
Chartered Bank Buildings.  
[1049]

## FOR SALE.

"MOUNT GOUGH" No. 131, THE  
PEAK, 6-Roomed House with  
Large Garden.  
Apply—  
LOXLEY & CO.,  
York Buildings.  
[1145]

## FRENCH LESSONS

G. MOUSSON.

11, MORRISON HILL ROAD.

## AUCTIONS

G. R.  
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of  
the letting by Public Auction Sale, to  
be held on MONDAY, the 25th day of  
August, 1919, at 3 P.M., at the Office of  
the PUBLIC WORKS DEPARTMENT, by  
Order of His Excellency the OFFICER  
ADMINISTERING THE GOVERNMENT, of One Lot  
of CROWN LAND at Tokawan in the  
Colony of Hongkong, for a term of 75 years,  
with the option of renewal at a Crown  
Rent to be fixed by the Surveyor of His  
Majesty the King, for one further term of  
75 years.

## PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurement	Contents	Annual Rent	Upset Price.
Lot No. 122.	Intersect. Between of Kingston Island Lot No. 123.	Square Feet		
		Square Feet		
		Annual Rent		
		Upset Price.		

G. R.  
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of  
the letting by Public Auction Sale, to  
be held on MONDAY, the 25th day of  
August, 1919, at 3 P.M., at the Office of  
the PUBLIC WORKS DEPARTMENT, by  
Order of His Excellency the OFFICER  
ADMINISTERING THE GOVERNMENT, of One Lot  
of CROWN LAND at North Point in the  
Colony of Hongkong, for a term of 75 years,  
with the option of renewal at a Crown  
Rent to be fixed by the Surveyor of His  
Majesty the King, for one further term of  
75 years.

## PARTICULARS OF THE LOT.

No. of Lot	Tract or Block	Boundary Measurements.	Contents Square feet	Annual Rent	Upset Price.
1	Tract of 112 Acres in the County of Harris, State of Texas.	N. 1/2 Sec. 34, T. 12N., R. 12E., S. 1/2 Sec. 34, T. 12N., R. 12E., S. 1/2 Sec. 35, T. 12N., R. 12E., S. 1/2 Sec. 36, T. 12N., R. 12E., S. 1/2 Sec. 37, T. 12N., R. 12E., S. 1/2 Sec. 38, T. 12N., R. 12E., S. 1/2 Sec. 39, T. 12N., R. 12E., S. 1/2 Sec. 40, T. 12N., R. 12E., S. 1/2 Sec. 41, T. 12N., R. 12E., S. 1/2 Sec. 42, T. 12N., R. 12E., S. 1/2 Sec. 43, T. 12N., R. 12E., S. 1/2 Sec. 44, T. 12N., R. 12E., S. 1/2 Sec. 45, T. 12N., R. 12E., S. 1/2 Sec. 46, T. 12N., R. 12E., S. 1/2 Sec. 47, T. 12N., R. 12E., S. 1/2 Sec. 48, T. 12N., R. 12E., S. 1/2 Sec. 49, T. 12N., R. 12E., S. 1/2 Sec. 50, T. 12N., R. 12E., S. 1/2 Sec. 51, T. 12N., R. 12E., S. 1/2 Sec. 52, T. 12N., R. 12E., S. 1/2 Sec. 53, T. 12N., R. 12E., S. 1/2 Sec. 54, T. 12N., R. 12E., S. 1/2 Sec. 55, T. 12N., R. 12E., S. 1/2 Sec. 56, T. 12N., R. 12E., S. 1/2 Sec. 57, T. 12N., R. 12E., S. 1/2 Sec. 58, T. 12N., R. 12E., S. 1/2 Sec. 59, T. 12N., R. 12E., S. 1/2 Sec. 60, T. 12N., R. 12E., S. 1/2 Sec. 61, T. 12N., R. 12E., S. 1/2 Sec. 62, T. 12N., R. 12E., S. 1/2 Sec. 63, T. 12N., R. 12E., S. 1/2 Sec. 64, T. 12N., R. 12E., S. 1/2 Sec. 65, T. 12N., R. 12E., S. 1/2 Sec. 66, T. 12N., R. 12E., S. 1/2 Sec. 67, T. 12N., R. 12E., S. 1/2 Sec. 68, T. 12N., R. 12E., S. 1/2 Sec. 69, T. 12N., R. 12E., S. 1/2 Sec. 70, T. 12N., R. 12E., S. 1/2 Sec. 71, T. 12N., R. 12E., S. 1/2 Sec. 72, T. 12N., R. 12E., S. 1/2 Sec. 73, T. 12N., R. 12E., S. 1/2 Sec. 74, T. 12N., R. 12E., S. 1/2 Sec. 75, T. 12N., R. 12E., S. 1/2 Sec. 76, T. 12N., R. 12E., S. 1/2 Sec. 77, T. 12N., R. 12E., S. 1/2 Sec. 78, T. 12N., R. 12E., S. 1/2 Sec. 79, T. 12N., R. 12E., S. 1/2 Sec. 80, T. 12N., R. 12E., S. 1/2 Sec. 81, T. 12N., R. 12E., S. 1/2 Sec. 82, T. 12N., R. 12E., S. 1/2 Sec. 83, T. 12N., R. 12E., S. 1/2 Sec. 84, T. 12N., R. 12E., S. 1/2 Sec. 85, T. 12N., R. 12E., S. 1/2 Sec. 86, T. 12N., R. 12E., S. 1/2 Sec. 87, T. 12N., R. 12E., S. 1/2 Sec. 88, T. 12N., R. 12E., S. 1/2 Sec. 89, T. 12N., R. 12E., S. 1/2 Sec. 90, T. 12N., R. 12E., S. 1/2 Sec. 91, T. 12N., R. 12E., S. 1/2 Sec. 92, T. 12N., R. 12E., S. 1/2 Sec. 93, T. 12N., R. 12E., S. 1/2 Sec. 94, T. 12N., R. 12E., S. 1/2 Sec. 95, T. 12N., R. 12E., S. 1/2 Sec. 96, T. 12N., R. 12E., S. 1/2 Sec. 97, T. 12N., R. 12E., S. 1/2 Sec. 98, T. 12N., R. 12E., S. 1/2 Sec. 99, T. 12N., R. 12E., S. 1/2 Sec. 100, T. 12N., R. 12E., S. 1/2 Sec. 101, T. 12N., R. 12E., S. 1/2 Sec. 102, T. 12N., R. 12E., S. 1/2 Sec. 103, T. 12N., R. 12E., S. 1/2 Sec. 104, T. 12N., R. 12E., S. 1/2 Sec. 105, T. 12N., R. 12E., S. 1/2 Sec. 106, T. 12N., R. 12E., S. 1/2 Sec. 107, T. 12N., R. 12E., S. 1/2 Sec. 108, T. 12N., R. 12E., S. 1/2 Sec. 109, T. 12N., R. 12E., S. 1/2 Sec. 110, T. 12N., R. 12E., S. 1/2 Sec. 111, T. 12N., R. 12E., S. 1/2 Sec. 112, T. 12N., R. 12E., S. 1/2 Sec. 113, T. 12N., R. 12E., S. 1/2 Sec. 114, T. 12N., R. 12E., S. 1/2 Sec. 115, T. 12N., R. 12E., S. 1/2 Sec. 116, T. 12N., R. 12E., S. 1/2 Sec. 117, T. 12N., R. 12E., S. 1/2 Sec. 118, T. 12N., R. 12E., S. 1/2 Sec. 119, T. 12N., R. 12E., S. 1/2 Sec. 120, T. 12N., R. 12E., S. 1/2 Sec. 121, T. 12N., R. 12E., S. 1/2 Sec. 122, T. 12N., R. 12E., S. 1/2 Sec. 123, T. 12N., R. 12E., S. 1/2 Sec. 124, T. 12N., R. 12E., S. 1/2 Sec. 125, T. 12N., R. 12E., S. 1/2 Sec. 126, T. 12N., R. 12E., S. 1/2 Sec. 127, T. 12N., R. 12E., S. 1/2 Sec. 128, T. 12N., R. 12E., S. 1/2 Sec. 129, T. 12N., R. 12E., S. 1/2 Sec. 130, T. 12N., R. 12E., S. 1/2 Sec. 131, T. 12N., R. 12E., S. 1/2 Sec. 132, T. 12N., R. 12E., S. 1/2 Sec. 133, T. 12N., R. 12E., S. 1/2 Sec. 134, T. 12N., R. 12E., S. 1/2 Sec. 135, T. 12N., R. 12E., S. 1/2 Sec. 136, T. 12N., R. 12E., S. 1/2 Sec. 137, T. 12N., R. 12E., S. 1/2 Sec. 138, T. 12N., R. 12E., S. 1/2 Sec. 139, T. 12N., R. 12E., S. 1/2 Sec. 140, T. 12N., R. 12E., S. 1/2 Sec. 141, T. 12N., R. 12E., S. 1/2 Sec. 142, T. 12N., R. 12E., S. 1/2 Sec. 143, T. 12N., R. 12E., S. 1/2 Sec. 144, T. 12N., R. 12E., S. 1/2 Sec. 145, T. 12N., R. 12E., S. 1/2 Sec. 146, T. 12N., R. 12E., S. 1/2 Sec. 147, T. 12N., R. 12E., S. 1/2 Sec. 148, T. 12N., R. 12E., S. 1/2 Sec. 149, T. 12N., R. 12E., S. 1/2 Sec. 150, T. 12N., R. 12E., S. 1/2 Sec. 151, T. 12N., R. 12E., S. 1/2 Sec. 152, T. 12N., R. 12E., S. 1/2 Sec. 153, T. 12N., R. 12E., S. 1/2 Sec. 154, T. 12N., R. 12E., S. 1/2 Sec. 155, T. 12N., R. 12E., S. 1/2 Sec. 156, T. 12N., R. 12E., S. 1/2 Sec. 157, T. 12N., R. 12E., S. 1/2 Sec. 158, T. 12N., R. 12E., S. 1/2 Sec. 159, T. 12N., R. 12E., S. 1/2 Sec. 160, T. 12N., R. 12E., S. 1/2 Sec. 161, T. 12N., R. 12E., S. 1/2 Sec. 162, T. 12N., R. 12E., S. 1/2 Sec. 163, T. 12N., R. 12E., S. 1/2 Sec. 164, T. 12N., R. 12E., S. 1/2 Sec. 165, T. 12N., R. 12E., S. 1/2 Sec. 166, T. 12N., R. 12E., S. 1/2 Sec. 167, T. 12N., R. 12E., S. 1/2 Sec. 168, T. 12N., R. 12E., S. 1/2 Sec. 169, T. 12N., R. 12E., S. 1/2 Sec. 170, T. 12N., R. 12E., S. 1/2 Sec. 171, T. 12N., R. 12E., S. 1/2 Sec. 172, T. 12N., R. 12E., S. 1/2 Sec. 173, T. 12N., R. 12E., S. 1/2 Sec. 174, T. 12N., R. 12E., S. 1/2 Sec. 175, T. 12N., R. 12E., S. 1/2 Sec. 176, T. 12N., R. 12E., S. 1/2 Sec. 177, T. 12N., R. 12E., S. 1/2 Sec. 178, T. 12N., R. 12E., S. 1/2 Sec. 179, T. 12N., R. 12E., S. 1/2 Sec. 180, T. 12N., R. 12E., S. 1/2 Sec. 181, T. 12N., R. 12E., S. 1/2 Sec. 182, T. 12N., R. 12E., S. 1/2 Sec. 183, T. 12N., R. 12E., S. 1/2 Sec. 184, T. 12N., R. 12E., S. 1/2 Sec. 185, T. 12N., R. 12E., S. 1/2 Sec. 186, T. 12N., R. 12E., S. 1/2 Sec. 187, T. 12N., R. 12E., S. 1/2 Sec. 188, T. 12N., R. 12E., S. 1/2 Sec. 189, T. 12N., R. 12E., S. 1/2 Sec. 190, T. 12N., R. 12E., S. 1/2 Sec. 191, T. 12N., R. 12E., S. 1/2 Sec. 192, T. 12N., R. 12E., S. 1/2 Sec. 193, T. 12N., R. 12E., S. 1/2 Sec. 194, T. 12N., R. 12E., S. 1/2 Sec. 195, T. 12N., R. 12E., S. 1/2 Sec. 196, T. 12N., R. 12E., S. 1/2 Sec. 197, T. 12N., R. 12E., S. 1/2 Sec. 198, T. 12N., R. 12E., S. 1/2 Sec. 199, T. 12N., R. 12E., S. 1/2 Sec. 200, T. 12N., R. 12E., S. 1/2 Sec. 201, T. 12N., R. 12E., S. 1/2 Sec. 202, T. 12N., R. 12E., S. 1/2 Sec. 203, T. 12N., R. 12E., S. 1/2 Sec. 204, T. 12N., R. 12E., S. 1/2 Sec. 205, T. 12N., R. 12E., S. 1/2 Sec. 206, T. 12N., R. 12E., S. 1/2 Sec. 207, T. 12N., R. 12E., S. 1/2 Sec. 208, T. 12N., R. 12E., S. 1/2 Sec. 209, T. 12N., R. 12E., S. 1/2 Sec. 210, T. 12N., R. 12E., S. 1/2 Sec. 211, T. 12N., R. 12E., S. 1/2 Sec. 212, T. 12N., R. 12E., S. 1/2 Sec. 213, T. 12N., R. 12E., S. 1/2 Sec. 214, T. 12N., R. 12E., S. 1/2 Sec. 215, T. 12N., R. 12E., S. 1/2 Sec. 216, T. 12N., R. 12E., S. 1/2 Sec. 217, T. 12N., R. 12E., S. 1/2 Sec. 218, T. 12N., R. 12E., S. 1/2 Sec. 219, T. 12N., R. 12E., S. 1/2 Sec. 220, T. 12N., R. 12E., S. 1/2 Sec. 221, T. 12N., R. 12E., S. 1/2 Sec. 222, T. 12N., R. 12E., S. 1/2 Sec. 223, T. 12N., R. 12E., S. 1/2 Sec. 224, T. 12N., R. 12E., S. 1/2 Sec. 225, T. 12N., R. 12E., S. 1/2 Sec. 226, T. 12N., R. 12E., S. 1/2 Sec. 227, T. 12N., R. 12E., S. 1/2 Sec. 228, T. 12N., R. 12E., S. 1/2 Sec. 229, T. 12N., R. 12E., S. 1/2 Sec. 230, T. 12N., R. 12E., S. 1/2 Sec. 231, T. 12N., R. 12E., S. 1/2 Sec. 232, T. 12N., R. 12E., S. 1/2 Sec. 233, T. 12N., R. 12E., S. 1/2 Sec. 234, T. 12N., R. 12E., S. 1/2 Sec. 235, T. 12N., R. 12E., S. 1/2 Sec. 236, T. 12N., R. 12E., S. 1/2 Sec. 237, T. 12N., R. 12E., S. 1/2 Sec. 238, T. 12N., R. 12E., S. 1/2 Sec. 239, T. 12N., R. 12E., S. 1/2 Sec. 240, T. 12N., R. 12E., S. 1/2 Sec. 241, T. 12N., R. 12E., S. 1/2 Sec. 242, T. 12N., R. 12E., S. 1/2 Sec. 243, T. 12N., R. 12E., S. 1/2 Sec. 244, T. 12N., R. 12E., S. 1/2 Sec. 245, T. 12N., R. 12E., S. 1/2 Sec. 246, T. 12N., R. 12E., S. 1/2 Sec. 247, T. 12N., R. 12E., S. 1/2 Sec. 248, T. 12N., R. 12E., S. 1/2 Sec. 249, T. 12N., R. 12E., S. 1/2 Sec. 250, T. 12N., R. 12E., S. 1/2 Sec. 251, T. 12N., R. 12E., S. 1/2 Sec. 252, T. 12N., R. 12E., S. 1/2 Sec. 253, T. 12N., R. 12E., S. 1/2 Sec. 254, T. 12N., R. 12E., S. 1/2 Sec. 255, T. 12N., R. 12E., S. 1/2 Sec. 256, T. 12N., R. 12E., S. 1/2 Sec. 257, T. 12N., R. 12E., S. 1/2 Sec. 258, T. 12N., R. 12E., S. 1/2 Sec. 259, T. 12N., R. 12E., S. 1/2 Sec. 260, T. 12N., R. 12E., S. 1/2 Sec. 261, T. 12N., R. 12E., S. 1/2 Sec. 262, T. 12N., R. 12E., S. 1/2 Sec. 263, T. 12N., R. 12E., S. 1/2 Sec. 264, T. 12N., R. 12E., S. 1/2 Sec. 265, T. 12N., R. 12E., S. 1/2 Sec. 266, T. 12N., R. 12E., S. 1/2 Sec. 267, T. 12N., R. 12E., S. 1/2 Sec. 268, T. 12N., R. 12E., S. 1/2 Sec. 269, T. 12N., R. 12E., S. 1/2 Sec. 270, T. 12N., R. 12E., S. 1/2 Sec. 271, T. 12N., R. 12E., S. 1/2 Sec. 272, T. 12N., R. 12E., S. 1/2 Sec. 273, T. 12N., R. 12E., S. 1/2 Sec. 274, T. 12N., R. 12E., S. 1/2 Sec. 275, T. 12N., R. 12E., S. 1/2 Sec. 276, T. 12N., R. 12E., S. 1/2 Sec. 277, T. 12N., R. 12E., S. 1/2 Sec. 278, T. 12N., R. 12E., S. 1/2 Sec. 279, T. 12N., R. 12E., S. 1/2 Sec. 280, T. 12N., R. 12E., S. 1/2 Sec. 281, T. 12N., R. 12E., S. 1/2 Sec. 282, T. 12N., R. 12E., S. 1/2 Sec. 283, T. 12N., R. 12E., S. 1/2 Sec. 284, T. 12N., R. 12E., S. 1/2 Sec. 285, T. 12N., R. 12E., S. 1/2 Sec. 286, T. 12N., R. 12E., S. 1/2 Sec. 287, T. 12N., R. 12E., S. 1/2 Sec. 288, T. 12N., R. 12E., S. 1/2 Sec. 289, T. 12N., R. 12E., S. 1/2 Sec. 290, T. 12N., R. 12E., S. 1/2 Sec. 291, T. 12N., R. 12E., S. 1/2 Sec. 292, T. 12N., R. 12E., S. 1/2 Sec. 293, T. 12N., R. 12E., S. 1/2 Sec. 294, T. 12N., R. 12E., S. 1/2 Sec. 295, T. 12N., R. 12E., S. 1/2 Sec. 296, T. 12N., R. 12E., S. 1/2 Sec. 297, T. 12N., R. 12E., S. 1/2 Sec. 298, T. 12N., R. 12E., S. 1/2 Sec. 299, T. 12N., R. 12E., S. 1/2 Sec. 300, T. 12N., R. 12E., S. 1/2 Sec. 301, T. 12N., R. 12E., S. 1/2 Sec. 302, T. 12N., R. 12E., S. 1/2 Sec. 303, T. 12N., R. 12E., S. 1/2 Sec. 304, T. 12N., R. 12E., S. 1/2 Sec. 305, T. 12N., R. 12E., S. 1/2 Sec. 306, T. 12N., R. 12E., S. 1/2 Sec. 307, T. 12N., R. 12E., S. 1/2 Sec. 308, T. 12N., R. 12E., S. 1/2 Sec. 309, T. 12N., R. 12E., S. 1/2 Sec. 310, T. 12N., R. 12E., S. 1/2 Sec. 311, T. 12N., R. 12E., S. 1/2 Sec. 312, T. 12N., R. 12E., S. 1/2 Sec. 313, T. 12N., R. 12E., S. 1/2 Sec. 314, T. 12N., R. 12E., S. 1/2 Sec. 315, T. 12N., R. 12E., S. 1/2 Sec. 316, T. 12N., R. 12E., S. 1/2 Sec. 317, T. 12N., R. 12E., S. 1/2 Sec. 318, T. 12N., R. 12E., S. 1/2 Sec. 319, T. 12N., R. 12E., S. 1/2 Sec. 320, T. 12N., R. 12E., S. 1/2 Sec. 321, T. 12N., R. 12E., S. 1/2 Sec. 322, T. 12N., R. 12E., S. 1/2 Sec. 323, T. 12N., R. 12E., S. 1/2 Sec. 324, T. 12N., R. 12E., S. 1/2 Sec. 325, T. 12N., R. 12E., S. 1/2 Sec. 326, T. 12N., R. 12E., S. 1/2 Sec. 327, T. 12N., R. 12E., S. 1/2 Sec. 328, T. 12N., R. 12E., S. 1/2 Sec. 329, T. 12N., R. 12E., S. 1/2 Sec. 330, T. 12N., R. 12E., S. 1/2 Sec. 331, T. 12N., R. 12E., S. 1/2 Sec. 332, T. 12N., R. 12E., S. 1/2 Sec. 333, T. 12N., R. 12E., S. 1/2 Sec. 334, T. 12N., R. 12E., S. 1/2 Sec. 335, T. 12N., R. 12E., S. 1/2 Sec. 336, T. 12N., R. 12E., S. 1/2 Sec. 337, T. 12N., R. 12E., S. 1/2 Sec. 338, T. 12N., R. 12E., S. 1/2 Sec. 339, T. 12N., R. 12E., S. 1/2 Sec. 340, T. 12N., R. 12E., S. 1/2 Sec. 341, T. 12N., R. 12E., S. 1/2 Sec. 342, T. 12N., R. 12E., S. 1/2 Sec. 343, T. 12N., R. 12E., S. 1/2 Sec. 344, T. 12N., R. 12E., S. 1/2 Sec. 345, T. 12N., R. 12E., S. 1/2 Sec. 346, T. 12N., R. 12E., S. 1/2 Sec. 347, T. 12N., R. 12E., S. 1/2 Sec. 348, T. 12N., R. 12E., S. 1/2 Sec. 349, T. 12N., R. 12E., S. 1/2 Sec. 350, T. 12N., R. 12E., S. 1/2 Sec. 351, T. 12N., R. 12E., S. 1/2 Sec. 352, T. 12N., R. 12E., S. 1/2 Sec. 353, T. 12N., R. 12E., S. 1/2 Sec. 354, T. 12N., R. 12E., S. 1/2 Sec. 355, T. 12N., R. 12E., S. 1/2 Sec. 356, T. 12N., R. 12E., S. 1/2 Sec. 357, T. 12N., R. 12E., S. 1/2 Sec. 358, T. 12N., R. 12E., S. 1/2 Sec. 359, T. 12N., R. 12E., S. 1/2 Sec. 360, T. 12N., R. 12E., S. 1/2 Sec. 361, T. 12N., R. 12E., S. 1/2 Sec. 362, T. 12N., R. 12E., S. 1/2 Sec. 363, T. 12N., R. 12E., S. 1/2 Sec. 364, T. 12N., R. 12E., S. 1/2 Sec. 365, T. 12N., R. 12E., S. 1/2 Sec. 366, T. 12N., R. 12E., S. 1/2 Sec. 367, T. 12N., R. 12E., S. 1/2 Sec. 368, T. 12N., R. 12E., S. 1/2 Sec. 369, T. 12N., R. 12E., S. 1/2 Sec. 370, T. 12N., R. 12E., S. 1/2 Sec. 371, T. 12N., R. 12E., S. 1/2 Sec. 372, T. 12N., R. 12E., S. 1/2 Sec. 373, T. 12N., R. 12E., S. 1/2 Sec. 374, T. 12N., R. 12E., S. 1/2 Sec. 375, T. 12N., R. 12E., S. 1/2 Sec. 376, T. 12N., R. 12E., S. 1/2 Sec. 377, T. 12N., R. 12E., S. 1/2 Sec. 378, T. 12N., R. 12E., S. 1/2 Sec. 379, T. 12N., R. 12E., S. 1/2 Sec. 380, T. 12N., R. 12E., S. 1/2 Sec. 381, T. 12N., R. 12E., S. 1/2 Sec. 382, T. 12N., R. 12E., S. 1/2 Sec. 383, T. 12N., R. 12E., S. 1/2 Sec. 384, T. 12N., R. 12E., S. 1/2 Sec. 385, T. 12N., R. 12E., S. 1/2 Sec. 386, T. 12N., R. 12E., S. 1/2 Sec. 387, T. 12N., R. 12E., S. 1/2 Sec. 388, T. 12N., R. 12E., S. 1/2 Sec. 389, T. 12N., R. 12E., S. 1/2 Sec. 390, T. 12N., R. 12E., S. 1/2 Sec. 391, T. 12N., R. 12E., S. 1/2 Sec. 392, T. 12N., R. 12E., S. 1/2 Sec. 393, T. 12N., R. 12E., S. 1/2 Sec. 394, T. 12N., R. 12E., S. 1/2 Sec. 395, T. 12N., R. 12E., S. 1/2 Sec. 396, T. 12N., R. 12E., S. 1/2 Sec. 397, T. 12N., R. 12E., S. 1/2 Sec. 398, T. 12N., R. 12E., S. 1/2 Sec. 399, T. 12N., R. 12E., S. 1/2 Sec. 400, T. 12N., R. 12E., S. 1/2 Sec. 401, T. 12N., R. 12E., S. 1/2 Sec. 402, T. 12N., R. 12E., S. 1/2 Sec. 403, T. 12N., R. 12E., S. 1/2 Sec. 404, T. 12N., R. 12E., S. 1/2 Sec. 405, T. 12N., R. 12E., S. 1/2 Sec. 406, T. 12N., R. 12E., S. 1/2 Sec. 407, T. 12N., R. 12E., S. 1/2 Sec. 408, T. 12N., R. 12E., S. 1/2 Sec. 409, T. 12N., R. 12E., S. 1/2 Sec. 410, T. 12N., R. 12E., S. 1/2 Sec. 411, T. 12N., R. 12E., S. 1/2 Sec. 412, T. 12N., R. 12E., S. 1/2 Sec. 413, T. 12N., R. 12E., S. 1/2 Sec. 414, T. 12N., R. 12E., S. 1/2 Sec. 415, T. 12N., R. 12E., S. 1/2 Sec. 416, T. 12N., R. 12E., S. 1/2 Sec. 417, T. 12N., R. 12E., S. 1/2 Sec. 418, T. 12N., R. 12E., S. 1/2 Sec. 419, T. 12N., R. 12E., S. 1/2 Sec. 420, T. 12N., R. 12E., S. 1/2 Sec. 421, T. 12N., R. 12E., S. 1/2 Sec. 422, T. 12N., R. 12E., S. 1/2 Sec. 423, T. 12N., R. 12E., S. 1/2 Sec. 424, T. 12N., R. 12E., S. 1/2 Sec. 425, T. 12N., R. 12E., S. 1/2 Sec. 426, T. 12N., R. 12E., S. 1/2 Sec. 427, T. 12N., R. 12E., S. 1/2 Sec. 428, T. 12N., R. 12E., S. 1/2 Sec. 429, T. 12N., R. 12E., S. 1/2 Sec. 430, T. 12N., R. 12E., S. 1/2 Sec. 431, T. 12N., R. 12E., S. 1/2 Sec. 432, T. 12N., R. 12E., S. 1/2 Sec. 433, T. 12N., R. 12E., S. 1/2 Sec. 434, T. 12N., R. 12E., S. 1/2 Sec. 435, T. 12N., R. 12E., S. 1/2 Sec. 436, T. 12N., R. 12E., S. 1/2 Sec. 437, T. 12N., R. 12E., S. 1/2 Sec. 438, T. 12N., R. 12E., S. 1/2 Sec. 439, T. 12N., R. 12E., S. 1/2 Sec. 440, T. 12N., R. 12E., S. 1/2 Sec. 441, T. 12N., R. 12E., S. 1/2 Sec. 442, T. 12N., R. 12E., S. 1/2 Sec. 443, T. 12N., R. 12			



# PREMIER'S SPEECH ON RECONSTRUCTION.

## NAVAL BATTLE IN THE GULF OF FINLAND.

### COUNT KAROLYI'S MYSTERIOUS DISAPPEARANCE.

## ALLIES RESTORE NAVIGATION ON THE DANUBE.

#### LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

#### PREMIER ON RECONSTRUCTION PROBLEMS.

##### WORKING HOURS REGULATED BY LAW.

London, August 19th.

In the House of Commons, the Bill mentioned by Mr. Lloyd George, regulating hours (45 weekly), passed its first reading. It includes all occupations, except a few like domestic servants, seamen and agriculturalists.

#### EARLIER CABLES.

##### STEPS TO HUMANISE INDUSTRY.

London, August 19th.

In the House of Commons, the Premier, dealing with the country's trade and industrial position, said that it would take just as long to adapt the machinery and workshops of the country to peace as it took to turn them into war. He emphasised the fact that an adverse balance of trade must be faced, because we could not prosper without recovering our international trade and indeed without increasing it.

##### ONLY ALTERNATIVE TO INCREASED PRODUCTION.

After referring to the production of coal, the Premier emphasised the exchange difficulties. The sovereign, today, was worth less than 17s. 6d. in America, which was due to the fact that we were not paying for imports with exports. The only alternative to increased production was to quit the country.

##### SHELL SHOCK ON A BIG SCALE.

The Premier mentioned that among the reasons for decreased production were the difficulties of transition from war, as well as lack of labour, also the fact that everybody's nerves were jaded and then after the strain of war. Everybody was complaining of everybody else. Some complained of Providence, but these tendencies were world-wide, and would pass. The world was suffering from shell-shock on a big scale.

##### REDUCTION OF OUTPUT.

One of the arguments in favour of reducing hours had been that it would not involve a reduction of output. The fact was that there had been a reduction of output in almost mathematical proportion to the diminution of hours. Deliberate slowing down had not been confined to the workers. There were evidences of it among the employers and managers.

##### A DANGEROUS FALLACY.

He stigmatised as a dangerous fallacy the theory that the less you worked, the more work there was for everybody. Deliberately to reduce output meant all-round unemployment on a gigantic scale. (Cheers.) The absolute necessity of everybody pulling together must be brought home to the whole country, in order to enable the people to shake off that fatal lethargy and slowness which was depressing production and imperilling the most vital interests of the nation.

##### SPIRIT CREATED BY THE WAR.

But labour said: "We realise the need of production and we do not believe in direct action." (Cheers.) But we are human and cannot work with a will unless the conditions are fairer and more satisfactory. "We must," said the Premier, "examine that attitude honestly and squarely, not in a spirit of resentment, but in the spirit of justice and comradeship created by the war."

##### OUR INNATE SPIRIT OF FAIR PLAY.

He appealed to employers and workers to press their claims in that spirit. "We must demonstrate to the world the British traditional power of solving difficulties, without resort to anarchy, merely by an appeal to common-sense and our innate spirit of fair play."

#### AN INDICTMENT AGAINST EMPLOYERS.

The Premier admitted that before the war hundreds of thousands of able-bodied men worked hard for wages which were a disgrace to the flag they fought for, but Labour's gains in the last two or three years had been enormous. The average wages had been more than doubled. Hours had been diminished by four weekly.

The war had taught the soldiers that positions were easier to capture than to retain. That was a lesson for Labour, who had captured more advanced positions during war-time than ever before.

#### QUESTION OF HOURS AND WAGES.

He announced that the Joint Industrial Council had come to an agreement on the question of hours and wages which would be embodied in the Bill to be introduced to-morrow. Substantially, the bill meant a 48-hour week, with a few exceptions, and a living wage for all industries.

He urged that steps should be taken to humanise industry by seeking the co-operation of the workers regarding the conditions of work.

#### GOVERNMENT AND THE SANKEY REPORT.

The Premier denied that he had committed the Government to accept every recommendation of the Sankey Report. However, the Government had accepted the policy of State purchase of mineral rights and coal, and proposed that a fund be raised out of royalties to improve housing and general amenities of the miners.

#### LATEST CABLES.

##### STATE WORKING NOT ALWAYS SUCCESSFUL.

The reason for Mr. Justice Sankey's recommendation of the nationalisation of mines namely, that it would produce harmony between employers and workers, had been falsified by the recent Yorkshire strike, which was against the State. Moreover, the State ran the railways, yet the results had not been harmonious.

##### NEED FOR NATIONALISATION OF MINES.

However, the Government had accepted in principle that there was need for the unification and re-organisation of the mines in order to reduce working management charges. This could be done by dividing the country into areas, in each of which labour should be amalgamated for a limited period. The workers should be represented on a body controlling the policy in each area.

The Government was preparing a scheme on these lines.

#### EARLIER CABLES.

##### EFFECTIVE MEASURES AGAINST DUMPING.

The Premier announced that the Government would take effective measures against dumping. The Board of Trade would be given power to shield unstable industries by prohibiting imports (except by means of a licence) of the products of these industries, and by preventing excessive imports of such products. Where import prices were lower than here, import duty would be charged for licences. Care would be taken that no undue profit was made at the expense of the community.

##### UNSTABLE INDUSTRIES.

The tests whether any industry was unstable would be whether it had been essential for the war, whether the war revealed an inadequate supply of such goods, whether the Government had to foster it in war-time, and whether, if Government support were withdrawn, the industry would maintain itself at that level of production which the war had shown to be essential to national life.

#### LATEST CABLES.

##### SCOURGE OF BOLSHIEVISM.

##### NAVAL BATTLE IN THE GULF OF FINLAND.

Helsingfors, August 19th.

A naval battle between the British and Bolshevik fleets was fought in the Gulf of Finland yesterday evening.

The Russian battleship *Andrey Pervomayny*, the Russian battle-cruiser *Petrovskiy*, one Russian transport, and one Russian gunboat are reported sunk.

The British lost three motor-boats, eight officers and three men.

##### THE INDEPENDENCE OF ESTHONIA.

Stockholm, August 19th.

The *Svenska Dagbladet* confirms the report that the North West Russian Government has signed an Agreement with Esthonia for joint action against Petrograd. Such action is expected to begin shortly. The Agreement also recognises the independence of Esthonia.

#### AVIATION.

##### HAS THE "GOLATHE" COMPLETED ITS JOURNEY?

Paris, August 19th.

The *Golath* left Mogador on August 15th, and passed Port Etienne on August 18th. She has since not been heard of, and is supposed to have landed in the desert in the vicinity of Dakar.

##### THE PROFITEERING BILL.

##### PASSED BY THE HOUSE OF LORDS.

London, August 19th.

In the House of Lords, the Profiteering Bill passed its third reading.

#### HUNGARY.

##### COUNT KAROLYI'S DISAPPEARANCE.

Copenhagen, August 19th.

A telegram from Vienna states that judicial proceedings have been begun to investigate the circumstances of Count Karolyi's disappearance. It is stated that after his overthrow he crossed the frontier possessing 11,000,000 kronen.

##### NAVIGATION ON THE DANUBE REOPENED.

Budapest, August 17th.

After a month's patient labour, Admiral Troubridge's Danube Commission has reopened navigation from Ratisbon to the Black Sea. The last great difficulty was the clearing of a mine-field sown by M. Bela Kun between Pressburg and Baja. The Commission now controls the Danube shipping and has forced the Rumanians to keep their hands off. The Danube steamboat service between Budapest and Pressburg has been reopened, and 500 tons of sugar are now going to Belgrade. Traffic is now normal on the Danube, and this is found to promote better relations among the seven countries bordering the Danube.

#### EARLIER CABLES.

##### RUMANIAN MILITARY COMMAND GIVES IN.

Paris, August 18th.

A Havas message says:—The Council of Five has received a telegram from the French General, Graziani, chief of the Inter-Allied Military Mission at Budapest, announcing that perfect accord exists between the Mission and the Rumanian Military Command.

##### BRITAIN'S FOOD PROBLEM.

##### COMMISSION FIXES PRICES OF IMPORTED WHEAT.

London, August 18th.

The Wheat Commission, today, fixed the following prices for imported wheat per 480 lbs.:—Canadian, 52s. 6d. to 60s.; American 54s. to 60s.; Australian, sound untreated, 61s.; treated, 60s.; Argentine, 59s.

#### NATIONALISATION.

##### A PROTEST TO THE PREMIER.

London, August 18th.

A memorial, signed by representative bakers, merchants and traders in the City of London, has been forwarded to the Premier. It protests against the nationalisation of mines and other industries until the people of the country have expressed their opinion on the question.

#### THE ANGLO-PERSIAN AGREEMENT.

##### STIR IN ALLIED DIPLOMATIC CIRCLES.

London, August 19th.

A Havas message says:—The Agreement negotiated by Great Britain with Persia has caused a considerable stir in Allied diplomatic circles in Paris.

Deep disappointment is being felt among the advocates of the League of Nations, and many diplomats are wondering whether President Wilson will recognize the Agreement, as in everything but name, Persia is now a British Protectorate.

##### A SUFFICIENT ANSWER TO SUCH INSINUATIONS.

London, August 19th.

In the House of Commons, at question time, Mr. Cecil Harcourt said that it was proposed to lend Persia £2,000,000 at 7 per cent, secured on Persian revenues, with a view to enabling Persia to initiate certain contemplated reforms.

The Government was pledged to assist Persia to reestablish herself on a sound basis. There was not the slightest foundation for the suspicion that the Government proposed, or that the Persian Government would have consented to the creation of anything in the nature of a British Protectorate.

The attitude of the Persian Cabinet in negotiating the present Agreement, and the impending visit of the Shah to Britain, were a sufficient answer to such insinuations.

##### ALSACE-LORRAINE.

##### PRESIDENT POINCARÉ'S TOUR.

Paris, August 19th.

A Havas message says:—President Poincaré left Paris today for an 8 days' visit to Alsace-Lorraine. He will unveil a monument at Buzville to the memory of the hostages shot by the Germans.

He will also confer the Cross of the Legion of Honour on Strasbourg, Thionville and Bitch.

##### DEVASTATED FRANCE.

##### A BIG AMERICAN CONTRACT.

Paris, August 19th.

A Havas message says:—The French Government has contracted with a big firm in New York for the erection of 2,000 dwellings in the devastated regions of France.

##### FRENCH WATERWAYS.

##### A FRANCO-AMERICAN CONGRESS.

Paris, August 18th.

A Havas message says:—A Franco-American Congress will open at Tours on September 21st for the purpose of discussing the utilization of French waterways from the view point of navigation-power and the possibilities of improved irrigation.

##### FAR EASTERN CABLE NEWS.

##### (BY COURTESY OF THE "HONGKONG CHINESE COMMERCIAL NEWS.")

##### LUK TSING-CHEUNG'S MOVEMENTS.

Shanghai, August 20th.

Luk Tsing-tsung has telegraphed to the Peking Government that he intends to return to China after the signing of the Austrian Treaty. The Government telegraphed back, asking him to remain at his post.

##### INTERNAL PEACE.

##### Wong Yip-tong, the newly appointed chief delegate for the North, states that both the North and the South can share equally the responsibility of abolishing the new and old parliament.

##### THE ALLIED "LOAN ASSOCIATION."

It is stated, from a foreign source, that with reference to the new loan consortium, Great Britain and America want that each Power should enjoy equal interest to lend money to China. Japan, however, wants that special arrangement should be made, in lending money to China, with reference to Manchuria and Mongolia.

##### THE SHANTUNG SETTLEMENT.

Japan now wants special interests and privileges in Manchuria and Mongolia in return for handing Kiaochow back to China.

#### EXPERIMENTS ON DOGS.

##### INVALUABLE RESULTS.

##### RESEARCH COMMITTEE'S PLEA.

In a memorandum presented to Parliament, against the passing of the Dogs Protection Bill, the National Health Insurance Medical Research Committee pointed out that it is their duty to do the Medical Research Fund as most effectively to increase the knowledge by which alone can be secured the maintenance of health and the diminution of disease, and state that it is their considered and unanimous judgment that the proposals of the bill would place an insuperable and permanent barrier across some of the chief paths of progress in this work. The memorandum proceeds:—

It is beyond dispute that the present-day science and art of the physician and surgeon have been founded in large part upon the experimental use of dogs in the past. It has been by the use of dogs that the chief foundations of our knowledge of the processes of digestion, the circulation of lymph, the work of the heart, and the essential parts of our knowledge of the science of feeding are based upon the results of trials made in the feeding of dogs. The work of the surgeon, whether upon the brain and spinal cord, or upon the intestine, or upon the chest, has been made possible by experiments upon dogs. Methods of life-saving, as by the transfusion of blood or in the resuscitation of the drowned, have been worked out, chiefly by trials with dogs. Important parts of our knowledge of anaesthetics and their safe administration, and of the actions of many kinds of drugs, have been gained by the experimental use of dogs.

Many reasons have made it necessary, and will always make it necessary, to use dogs instead of other animals for some of this experimental work. Considerations of size are important, and in this respect the only animals giving a practicable alternative are the sheep, the pig, the goat, or the ape. The dog, unlike these animals, can be kept completely healthy and comfortable in the laboratory, and in close association with man.

It might indeed be urged that owing to these reasons in favour of the use of dogs, and on the general humane grounds of avoiding discomfort to animals when in captivity, or when receiving an anaesthetic for painless experiment, or when under observation, the dog's special habituation to man makes it more, rather than less, desirable to prefer the use of the dog to that of wild or less domesticated animals when the nature of the experiment requires or allows it. Experimental work with animals can, however, in most instances attain its aims in the acquisition of new knowledge by the use of smaller animals, and actually the dog is used in a very small minority among other animals.

##### RECENT DISCOVERIES.

The Committee explain the nature of the experiments upon dogs which are being or have recently been supported on their recommendation by grants from the Medical Research Fund, and assert that this work—outlined below—would necessarily be abandoned if the proposals of the bill should be adopted by Parliament, and would pass to workers in other countries.

(a) RICKETS.—This is a disorder of growth in infants leading to deformation of the bones (seen, for instance, in "bandy-legs"), and to other grave secondary results. It is very common in our large cities. Its causation has never been satisfactorily determined, but has been hitherto attributed uncertainly to errors of diet or to improper environment.

During the past three years a large number of experiments upon young dogs have been made with the support of the Committee. The dogs, though receiving abundant food, have been deprived of one or other particular constituent of diet. It has been discovered by this work for the first time that, in the absence of a certain type of constituent hardly appreciable in amount, and with food otherwise abundant, typical "rickets" may be produced in a puppy, corresponding exactly with that found in thousands of our infants. The disorder when pronounced can, moreover, be cured completely by the restoration of the missing constituent of the diet, and a discovery of this kind must be of the utmost value in preventing rickets among human infants. The supporters of the bill would forbid any further progress in this work.

(b) DISORDERS OF THE TEETH.—A wholly unexpected outcome of the experiments just described has been to show that the absence of a particular and minute factor from the diet may prevent the formation of the hard enamel covering of the teeth as these are being developed, and that deficiency of this factor at the time of tooth formation (as during weaning) causes the enamel to be thin and imperfect. There can be no doubt that this is a piece of knowledge fundamental in its importance for the prevention of that undue subsequent decay of the teeth which is one of the gravest and commonest physical defects among people of the United Kingdom and one of the most fertile causes of secondary illness. These studies are quite new and are being actively followed up, but they must be abandoned if the bill becomes enacted.

(c) THE EFFECTS OF ALCOHOL.—For the assistance of the Liquor Control Board the Committee have supported some experiments upon dogs in which the intoxicating actions of alcohol have been studied, as well as the rate of disappearance from the blood of alcohol taken into the system under different conditions, as when different dilutions are used, or different forms of beverage, or various foods taken, and so on. These experiments have not been painful to the dogs used. The results obtained have been regarded by the Liquor Control Board as useful to them in their work, and they have incidentally given much new and valuable knowledge to guide the medicinal uses of alcohol in man.

(d) The Study of Diseases of the Heart and Circulation.—Dr. Thomas Lewis, in the whole-time service of the

Committee, has given in a letter published in the *Times* of April 7th, 1919, the reasons for saying that our knowledge of the heart and blood circulation in man has been grounded in the results of experiments upon the dog. These results have been and are now being applied to the assistance of the Army Medical Service and of the Ministry of Pensions, and no fresh experiments upon dogs have recently been made. But new experiments must be expected to be necessary from time to time for the solution of accessory problems, and the Committee would view with dismay any legislation blocking further advances in this subject, in which such lasting benefits to mankind have been brought already by experiments upon dogs.

It should be added here that much of the work which was done to aid the saving of life among the seriously wounded during the war, by the introduction of improved methods of blood transfusion and of other modes of treatment in the dangerous states of wound shock, was made easy or possible only by experiments upon dogs.

(e) Tetany in Children. Of all risks to children in our great cities many (in Glasgow about one-third) suffer from a condition of localised muscular cramps known as tetany. These fixations of the muscles are generally painless, but the state of tetany is disfiguring and to a human subject distressing. By a surgical operation made painless by anaesthetics a certain small gland (the parathyroid) can be removed from the neck of a dog. It has been discovered that the absence of this gland in man produces later a condition of the muscles apparently identical with that in tetany. Further experiments in dogs and other animals gave the information that this gland controls the health of the muscles not by nervous influences directly, but through control by way of the blood of their chemical changes.

Knowledge of this kind plainly could not be gained except by such experiments, and without new knowledge of this disorder our treatment of innumerable afflicted children must remain imperfect and ineffective as it has hitherto been. Closely similar experiments upon another gland in the neck (the thyroid) of dogs and other animals long ago gave us for the first time the means which are now successfully used for curing the idiosyncrasy and deformities of cretin children in whom the thyroid gland is congenitally absent or deficient. Further progress along this path would be greatly hampered, and might be barred by the provisions of the bill.

The Committee add that they are able to speak with knowledge, and in the case of most of their members, with intimate knowledge, of the actual conditions in which experiments upon dogs are performed in this country. They are able to assert confidently that, in the vast majority of experiments, out of the few score dogs altogether used annually for the purpose, no pain at all is inflicted. In the small minority of cases when for special reasons and under a special certificate recovery after operation is allowed, there is rarely any condition of pain as distinguished from discomfort. The Committee are able also to speak with first-hand and intimate knowledge of the great mass of suffering among men, women, and children, and among animals, from present disease, which it is the aim of medical science by research to relieve. They cannot do otherwise than raise their protest against what they must deem the inhumanity of placing day-hindrances in the way of those working for the diminution of this total volume of human and animal pain.

##### AMENDMENTS FRUSTRATE ANTI-VIVISECTIONISTS.

Science has won the day in the fight over the Dogs Protection Bill, writes the *Parliamentary correspondent of the Daily Telegraph*. When the measure emerged from the Report stage in the House of Commons it was but a pale shadow of the legislative project which the anti-vivisectionists had hoped would prove acceptable to Parliament. One sentence suffices to describe what it was that the promoters sought to enact:—

"It shall be unlawful to perform any experiment of a nature calculated to give pain or disease to any dog or any other creature whatever, either with or without anaesthetics, and no person or place shall be licensed for the purpose of performing any such experiments."

What was aimed at, therefore, was practically total prohibition of experiments on dogs for research purposes. The medical profession round itself and mobilized its friends. Sir Frederick Banbury (in charge of the bill) was reported to have secured promises of support from nearly 200 members. Be that as it may, the bill appeared to have enough sympathizers to justify a certain amount of anxiety on the part of those who had ranged themselves against it. But when the matter came to be put to the test the Government's attitude decided the fate of the measure. The Home Office was on the side of the doctors. Colonel Sir Hanar Greenwood, Under-Secretary to the Department, moved an amendment which, Sir F. Banbury at once pointed out, struck at the root of the bill, and would practically frustrate its object. The amendment was carried by 147 votes against 69.

Originally it was a bill "to prevent the vivisection of dogs." As it stands now it merely imposes further restrictions on vivisection. That is to say, under its provisions research work can still be prosecuted if it is shown that "the object of the experiment would necessarily be frustrated unless it is performed on a dog, and that no other animal is available for such experiment."

Interesting speeches were made both for and against the bill. Sir Auckland Geddes, who numbers amongst his qualifications that of a medical man, made a strong appeal that science should be given fair play. The bill, he considered, was founded on hysteria and sentiment. Friends of the measure attributed their two-to-one defeat in the division lobby to the fact that the Government were against so drastic a proposal as total prohibition. Thus, according to the opinion they expressed in the lobby, decided the issue.

It is improbable that any attempt will be made to proceed with the bill in its amended form. "Its purpose has been completely destroyed," was Sir Frederick Banbury's comment.



## NO PROFITEERING — AT THE — VICTORIA THEATRE.

WE ARE NOT AFRAID OF ANY ORDINANCE THAT MAY BE INTRODUCED IN FUTURE. BUT ONLY THAT OUR CONSCIENCE DOES NOT PROMPT US TO CHARGE ABOVE OUR USUAL RATES.

JUST SEE WHAT YOU GET AT THE VICTORIA TO-NIGHT. A FIRST-CLASS MANILA STRING BAND IN ATTENDANCE AND A FIRST-CLASS PICTURE "THE SILVER GIRL" WITH FRANK KEENAN, AMERICA'S GREATEST CHARACTER ACTOR, IN THE PRINCIPAL ROLE.

WE PROMISE THAT YOU WILL BE MORE THAN PLEASED. WE ASK YOU TO ACCEPT THIS ONLY INVITATION.

DON'T BRING MORE THAN THE USUAL MONEY FOR YOUR SEATS. WE APPRECIATE YOUR PRESENCE AND NOT YOUR MONEY.



Draw the cork and Haig & Haig Five Stars Scotch Whisky will sing its own praises.

## Haig & Haig Five Stars Scots Whisky

Place your orders in advance and make as sure as you can of getting me.

DISTRIBUTING AGENT—  
**DONNELLY & WHYTE, HONGKONG**

## Are you one of them?

TO-DAY, as they have done since 1679, Haig & Haig supply fine whisky. The famous "Five Stars" brand is sought after by cultured people because of its rare and delicate quality and—its scarcity!

Are you one of them?

In all good clubs and cultured homes, for private and social hospitality, for comfort and refreshment, men call for this finest age-mellowed Scots whisky.

Are you one of them?

### GOVERNMENT DEFEAT. SURPRISE IN THE COMMONS.

The Government sustained its first defeat in the House of Commons on July 14th. The sitting opened with a debate on the Women's Emancipation Bill, a measure introduced by the Labour Party for the purpose of enabling women to occupy any civil or judicial office, to have a right to the vote on the same terms as men, and to sit and vote in the House of Lords. As there were no amendments on the report stage, the third reading was taken forthwith, and Major Astor, on behalf of the Government, moved the rejection of the bill. He explained that it was the Government's intention to introduce a measure to remove the inequalities existing between the sexes as regards civil and judicial professions. Bearing in mind, however, that the Electoral Reform Act had been passed so recently, the Government considered that this would be an inopportune time to reopen the whole franchise question. As an additional reason for not dealing with the subject at present, he pointed out that the Government are about to set up a committee, or committee of inquiry, to inquire fully into the problem of legislative devolution for the United Kingdom. It seems to me quite obvious," he said, "that if this body is to consider the question of legislative devolution, and the delegation to subordinate Parliaments of specific powers, then the whole question of electorate must arise."

In the debate which followed a number of Coalition members, including Lord Robert Cecil, definitely indicated their intention to support the bill by their votes. Appeals to the Government to allow the House to exercise a free vote on the question failed, for the reason, as Mr. Fisher explained, that they did not consider the bill a good one, and had promised a measure to redeem their pledges to women. Then came the division. The figures were—

For the third reading	100
Against	15
Majority for the bill	115

Vociferous cheers from the Labour benches and cries of "Resign" followed the announcement of the result. The Lobby was afterwards quite animated for some little time. Naturally members expressed various opinions as to the significance of the incident. But all were agreed that it was Coalition members who had turned the scales in favour of the bill. Some 20 Unionists are stated to have voted with Labour. Coalition Liberals also assisted to swell the majority. The following is an estimate of the composition of the majority.

Independent Liberals	22
Labour	35
Irish Nationalists	2
Coalition member	61
	100

It will be seen from the figures that the House was a very small one—a fact which largely robs the division of any significance it might have had in other circumstances. All the members of the Coalition who voted for the bill have always been, like Lord Robert Cecil, strong supporters of the claims of women for full equality with men in the government of the country.

Independent Liberals and Labour members alike hailed the defeat as the first serious check to the Government. They were vastly elated and predicted that it meant "the beginning of the end"—that is the break-up of the Coalition. It was impossible, they argued, to describe the voting as a "snatch" division. The Government had actually issued a Whip to their supporters, and the response had proved that Coalitionists were not keen enough to come down in order to save them from such an unpleasant jar. On the Coalition side it was commented that the division showed, at any rate, that the House is not as has often been alleged, a "tied" House.

### A MODERN SOLOMON.

BIGAMIST LEAVES JUDGE TO SAY WHO IS HIS LEGAL WIFE.

A dramatic confrontation of a man in the dock with his wife in the witness-box—the man steadily denying that he knew her—took place last month at Maidstone Assizes.

The man in the dock was John Smithers, a gamekeeper, and he was charged with bigamy with Beatrice Waters, his legal wife being alive at the time.

Smithers pleaded guilty, but added that at the same time he was innocent. He told Mr. Justice Darling that he suffered from loss of memory, and produced documents showing that he suffered from shell shock.

Beatrice Waters said she had no reason to think that Smithers was an married man.

Smithers: I will allow Miss Waters 10s. a week to maintain my child. I never knew anything about my first wife, owing to severe shell shock.

Mrs. Smithers was then called, and said that she and her husband intended to set up a home when the war was over. She had a child.

His Lordship (to accused): "Do you remember this woman now?"

Smithers looked fixedly at the woman for some time, and then said: "No, sir; I can't bear her in mind."

His Lordship: Which of these women do you mean to live with?—"I suppose I will have to live with my legal wife."

How are you going to find out which is your legal wife?—"I will have to leave it to you, sir," replied Smithers amid laughter.

Mr. Justice Darling: I will tell you at once. It is this one. Look at her so that you will know her again. Will you know her now?

Prisoner: "I suppose I will." Smithers stood down, pending sentence.

## AERTEX Cellular Clothing

Ideal Underwear for all climates and under all conditions.

THE scientific construction gives perfect ventilation and keeps the body at an even temperature because of the non-conducting air entangled in the meshes of the fabric.

BEING woven on a loom (not knitted on a frame), AERTEX is stronger than ordinary hosiery underwear, and as AERTEX garments are cut and fashioned on tailor-made principles they are durable, easily repaired if damaged in washing, and economical.

THESE goods are all of BRITISH Manufacture. MEN all over the Globe will welcome the announcement that the prices of AERTEX CELLULAR Garments have been reduced this year in nearly every line.

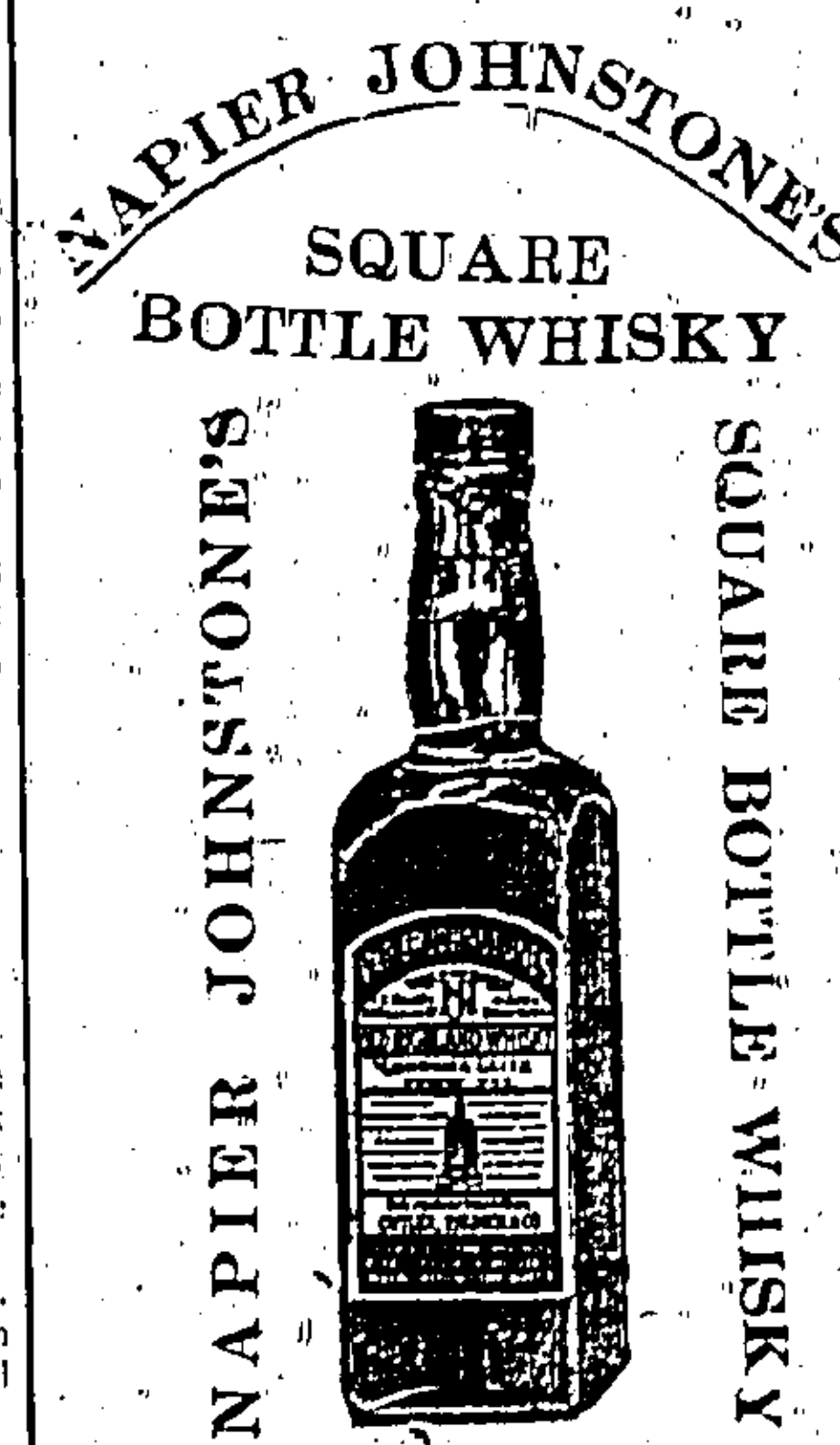
Wholesale only. THE CELLULAR CLOTHING CO., LTD., 22-23 FINE STREET, LONDON, E.C.2.



## THE ROYAL BANK OF CANADA

HEAD OFFICE, MONTREAL. NEW YORK. 68, William Street. BRITISH WEST INDIES. Antigua, Barbados, Bridgetown and Speightstown, Demerara, Guyana, Jamaica, Port of Spain, St. Kitts, St. Lucia, St. Vincent, Trinidad, and Tobago. BRITISH GUAYANA—Georgetown, Essequibo, and Roraima. BRITISH HONDURAS—Belize. AFFILIATED IN FRANCE: THE ROYAL BANK OF CANADA (FRANCE), 23, Rue de Quatre-Septembre, PARIS. Correspondents in Canada and West Indies for the HONG KONG AND SHANGHAI BANKING CORPORATION. Capital Paid up and Reserves \$31,000,000. Total Assets \$430,000,000.

## OUTLER, PALMER & CO.'S "ASAHI BEER"



SOLE AGENTS IN HONGKONG AND SOUTH CHINA. LANE, CRAWFORD & CO., and from ALL WINE MERCHANTS.



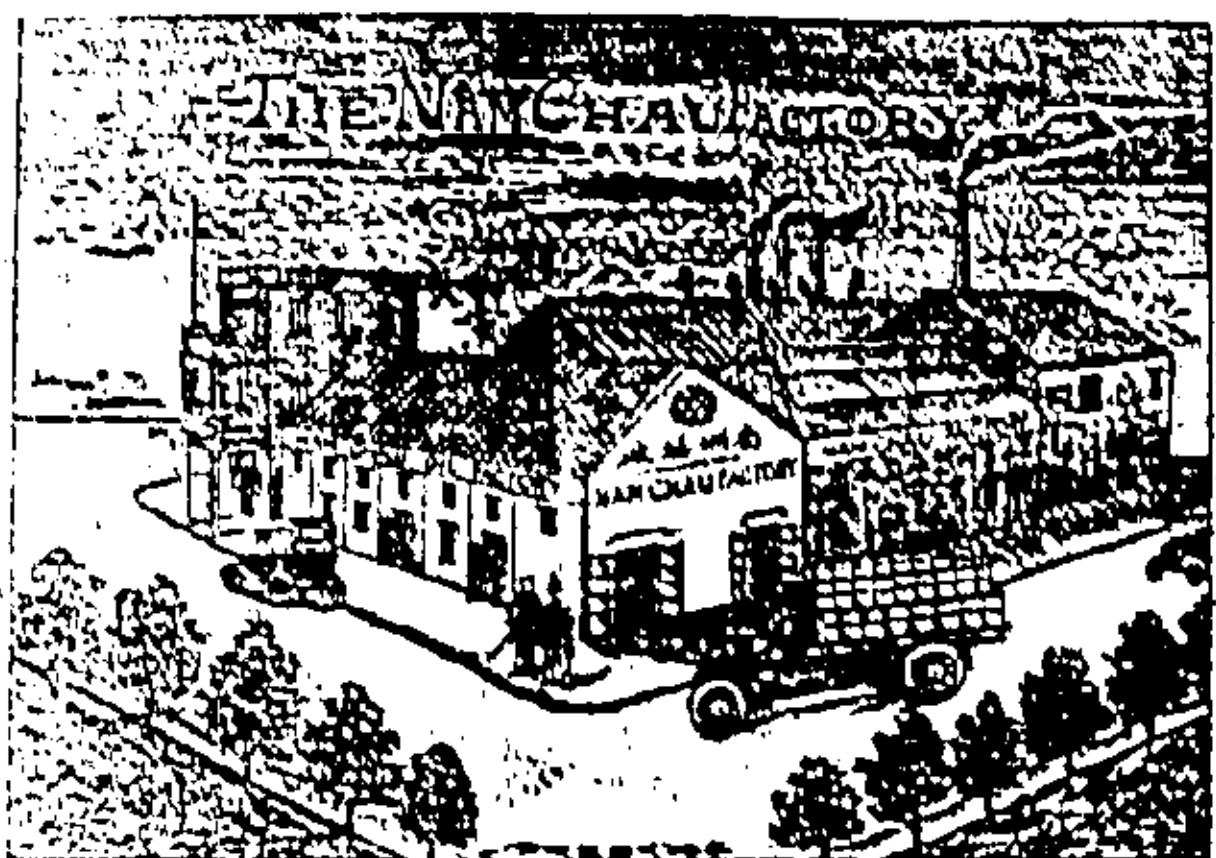
SOLE AGENTS. NISSU, RUSSAN, KAISER.

FOR NERVOUS EXHAUSTION. LOSS of MEMORY and DEBILITY and to feed the NERVES. CHAPOTEAUT'S PROSPHO-CALCATE OF LIME. It increases vital energy and nerve force, cures Neuritis, Dyspepsia, Anemia, and various diseases in adults and children. IN CAPSULES, IN WINE, AND IN SYRUP.

FOUCAULD BRANDY RUM. GOLD MEDAL. PARIS 1900. [OCHE-FOCAULD] ESTD 1847 AT COGNAC-FRANCE.

CUTICURA HEALS ECZEMA ON HEAD. Of Little Daughter. Like Patches of Hard Lumps. Irritated. "My little daughter's head broke out all over with eczema. It was of a wet nature, and was like patches of hard raised-up lumps that would burst and run water, then dry up and scale over. They irritated her and made her restless at night. I saw an advertisement for Cuticura Soap and Ointment and determined to try them. They seemed to work wonders so I bought more and her head was healed in three weeks." (Signed) Mrs. Lillian Hoppe, 3, May's Ave., New Holland, Linco., Eng. Cuticura Soap and Ointment tend to prevent pimples, rashes, etc., if used for every-day toilet purposes. Soap in tins, Ointment in tins. British Depot: F. Newbery & Sons Ltd., 27, Charterhouse Lane, London. Sold every where.





### IMPORTANT NOTICE.

IN Manufactures the most Important Point is Improvement, and in Dietetics Cleanliness. Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil, Butter or Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against. Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant, and Compared most favourably with the Oils used for Culinary purposes: there is no residue.

Prices are moderate so as to induce new business.

Analysis is always given before Shipment to foreign Countries.

NAM CHAU OIL FACTORY.

Office:—No. 24, Connaught Road West, HONGKONG.

Factory:—No. 28, Kwei Lin Street, SAMSHUIPO.

This Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.

### GERMANY'S COMMERCIAL ADVANTAGE

#### AUSTRALIA AND THE WAR.

Mr. W. M. Hughes, Prime Minister of Australia, was the guest of Mr. Andrew Fisher, Lord High Commissioner, at dinner at Claridge's Hotel, on July 17th, on the eve of his departure for Australia to-day. Sir Joseph Cook, Australian Minister of Marine, was also the guest of Mr. Fisher.

Lord Birkenhead, proposing the toast of the guests, recalled the fact that Sir Joseph Cook was Prime Minister of Australia in August, 1914, and sent the message that the Australian Fleet was placed at the disposal of the Admiralty, and that Australia would make any military contribution which the crisis called for. No Englishman, he continued, could speak without emotion of the Australian military contribution to the war. The spiritual example which was furnished to the British race by the spontaneous contribution of the outer Dominions could not be exaggerated, and had been enormously under-rated. They were proud that their distinguished guests should go back to Australia and say that, with all the British Empire, they had at the heart of the British Empire, those who said that these islands were the only ones before the war lived. In the first days of war, when ruin might have swept over these islands, one fierce, defiant, unanimous cry came out from the outer Dominions and consolidated opinion here which rendered a service on the spiritual side impossible to exaggerate, as was the service on the material side when the Australian troops stormed Anzac, and later the German positions. But I think that as long as the records of British history are written, the Lord Chancellor added, the test of the arms of the Australians and Canadians will be regarded as the most marvellous piece of military improvisation that has ever taken place in the history of the world. Mr. Hughes, he added, realised with a clear insight and a more penetrating presence than almost anybody else the real nature of the enemy we were fighting, and the real character and desperation of the struggle. (Cheers.)

The Lord Mayor, as representing The City of London, assured Mr. Hughes and Sir Joseph Cook that there was a wealth of friendship and appreciation of their services to the Empire in the City which he represented.

#### AN ENHANCED REPUTATION.

Sir Edward Carson said that what struck him more than anything else in connection with the Prime Minister of Australia was that Mr. Hughes always knew what he wanted. He knew that he wanted victory, and he got it. He knew that war was over and we were badly driven back to the consideration of peace. Mr. Hughes knew that he wanted out of the war the fullest benefits of peace for the consideration of the British Empire. As regarded Sir Joseph Cook, Sir Edward could only say that, having been First Lord of the Admiralty, he knew well the deep debt of gratitude the Empire owed for what Sir Joseph had done.

Admiral Sir Rosslyn Wemyss said the naval part of the Empire recognised the enormous assistance, both moral and physical, which Australia had given. He took that opportunity of extending their cordial congratulations to Australia's young Navy. Traditions were amongst the assets of the British nation, and the tradition of the Navy had been most magnificently carried out by that young Navy.

#### A PRACTICAL PEACE.

Mr. Hughes, responding, said he felt that the people of this country entertained for the soldiers, sailors, and people of Australia affection and goodwill; that they realised in this great struggle that Australia had endeavoured to play her part manfully, and had succeeded, at any rate, in proving herself worthy to be one of the confederation of nations called the British Empire. We had won, but we had escaped defeat by a series of miracles, and those miracles were due to the quality of our race. We won because we deserved to win. The peace was not perhaps what all men would like, but it was at least a practicable peace, and would enable the world to turn to its business again. Councils of destruction were being preached, but the people of this country were very sane, and although they might be led astray for a moment, he believed they would come through all right.

"Germany is still the best equipped and best organised nation in commercial and industrial warfare in the whole world, not even excluding America," continued Mr. Hughes. He did not know what the policy of Great Britain was to be, but the policy of Australia, as he understood it, was that we must look after our own interests. To open our gates to German commerce and German penetration of our industries would be to invite disaster. In that event the sacrifice of 60,000 Australians was a sacrifice that would have been made in vain. "For my part I do not propose to be a party to any such game," added Mr. Hughes. "We shall endeavour to promote trade with this Empire and our Allies, and make this war a stepping-stone to higher industrial, commercial, and social conditions for the people of that country."

Sir Joseph Cook said he believed, the best Britons in the British Empire were in Australia. Australians were 95 per cent British; and that was why they stood steadfast by Great Britain in the war. That was why they would continue the great heroic tasks ahead and maintain the traditions of the British race. When war was actually declared it came as a great surprise in Australia, and he wanted to say with the greatest possible deliberation that they in the future would like to remain a little acquainted with the policies of the Empire which led to war, and had to do with those great fateful questions which decided the issues of war and peace.

Sir Auckland Geddes pointed out that Germany's depreciated currency gave her a real commercial advantage. Even if she were to pay her workers twenty marks a

(Continued at foot of next column.)

### THE EXCLUSION OF GERMANS. EMPIRE UNION'S CAMPAIGN.

The British Empire Union, which came into existence during the war, claims to have been largely responsible for the determined demand of the people that Germany must be made to pay the full cost of the war and that all Germans must be turned out and kept out of the country. The annual meeting of the union was held on July 17th in the Great Hall of the Cannon Street Hotel, and was attended by a large number of members, over whom Sir H. Neill, M.P., presided.

The Chairman, in opening the meeting, said their organisation was the outcome of a movement which was started to do the useful work of bringing before the British public the needs of this British Empire in relation to our chief enemy. He called Germany the chief enemy because the war was entirely engineered by her in order to forward her deep-laid schemes for our destruction. (Hear, hear.) They knew that for years before the war Germany was engaged in intrigues, and that we were only too ready to give facilities to advance some of its members to the highest posts in this country and admit them to the Privy Council. (Hear, hear.) In short, to allow them access to the highest circles, and gave the way for their complete control, as it were, of the official springs at any rate, to give them the opportunity to learn what was going on in a way that meant danger of the gravest kind to our national life. (Hear, hear.) The executive committee of the union had done their best to make the Aliens Bill a reality. (Hear, hear.) What business had aliens working in our munition factories during the war making "dud" shells, and why should these people have been allowed there at all? (Hear, hear.) He was not blaming Ministers, bureaucrats ruled, and the Minister had to signify assent to his department. In criticising the various clauses of the bill he mentioned that he and his colleagues who were seeking to amend the measure had already carried one clause in committee against the Government. The German people aided and abetted the ruling classes in Germany and everything the Hohenzollerns did, and applauded the sinking of the Lusitania and other diabolical crimes which were committed so long as they brought them nearer their goal, the subjugation of Europe and the whole of the civilised world. (Hear, hear.)

#### SECRET DIPLOMACY.

Sir Ernest Wild, M.P., moved a resolution expressing the opinion that the Germans had shown themselves, by their atrocities in time of war, and their treachery and intrigues in time of peace, unworthy of hospitality or citizenship in civilised countries, and that the presence of a large foreign element, naturalised or otherwise, had proved a source of weakness to this nation. It therefore urged upon the Government to amend the Aliens Bill by including the following clauses:—

(1.)—Deporting all enemy aliens (with certain exceptions as laid down by Sir John Burchett, Bt., M.P.).  
(2.)—Excluding all enemy aliens from permanent residence for a period of at least seven years.  
(3.)—Laying down regulations restricting the admission of all aliens unlikely physically, mentally, or morally to become desirable citizens, without distinction of class.

(4.)—Preventing, as from August 4th, 1914, any change of name by any alien.  
(5.)—Limiting the number of aliens who may be employed by any employer.

The resolution further called upon the Government to introduce, at an early date, legislation drastically to amend the Naturalisation laws. Criticising the bill before Parliament, Sir Ernest said thousands of enemy aliens had been permitted in Great Britain, and they had been a source of actual danger. Certain patriotic journals and active members of the union had done their best in order to stimulate public opinion on the subject, or rather stimulate Ministers who were main sources on which the last General Election was won, were the trial and punishment of the Kaiser and his accomplices, and the banishment of all enemy aliens. The bill originally was merely a form of actual danger. Certain patriotic journals and active members of the union had done their best in order to stimulate public opinion on the subject, or rather stimulate Ministers who were main sources on which the last General Election was won, were the trial and punishment of the Kaiser and his accomplices, and the banishment of all enemy aliens. The bill originally was merely a form of actual danger. Certain patriotic journals and active members of the union had done their best in order to stimulate public opinion on the subject, or rather stimulate Ministers who were main sources on which the last General Election was won, were the trial and punishment of the Kaiser and his accomplices, and the banishment of all enemy aliens. The bill originally was merely a form of actual danger.

That was their very argument against them. The country was tired of secret diplomacy. This was a democratic country, and would no longer be ruled by Orders-in-Council, for they were the very abrogation of legislative efficiency; they meant that instead of matters of public policy and legislation being put down in black and white and discussed in Parliament, by a stroke of the pen the Minister of the day could, under an Order-in-Council, make or unmake the law. There were people in high society they wanted to deal with people who enjoyed the friendship of leaders in the country. (Hear, hear.) They wanted to see a limitation in the number of aliens employed by a firm so that the British working man or woman should have his or her fair percentage of work. The Government had to understand, in regard to the aliens question, that the result of the last election was not a mere passing passion on the part of the voters, but was the firm, determined view of the great majority of the men and women in this country without distinction of class or politics. (Hear, hear.)

Mr. J. A. Seddon, M.P., seconded the resolution, which was carried.

day, she would be able to get three days' work for every pound sterling she had to charge on labour on her goods. Comparing that with the level to which wages were moving in Great Britain, it would be seen that Germany had an advantage which, added to those she had before the war, would make her more than ever a dangerous commercial competitor. Germany stood now in a position of unrivalled advantage for commercial competition.

## Noble's VALUE IS WORLD FAMOUS

Famous, not only in the Old Country, but throughout the World, are the superb values obtainable from John Noble's.

You should send to-day for the wonderful 68 page Catalogue, giving full particulars and hundreds of illustrations of the very latest styles in Women's, Men's and Children's Wear, Dress Materials, Footwear and all kinds of Household Requirements, such as Linens, Sheetings, Curtains, Bedding, Cutlery, etc.

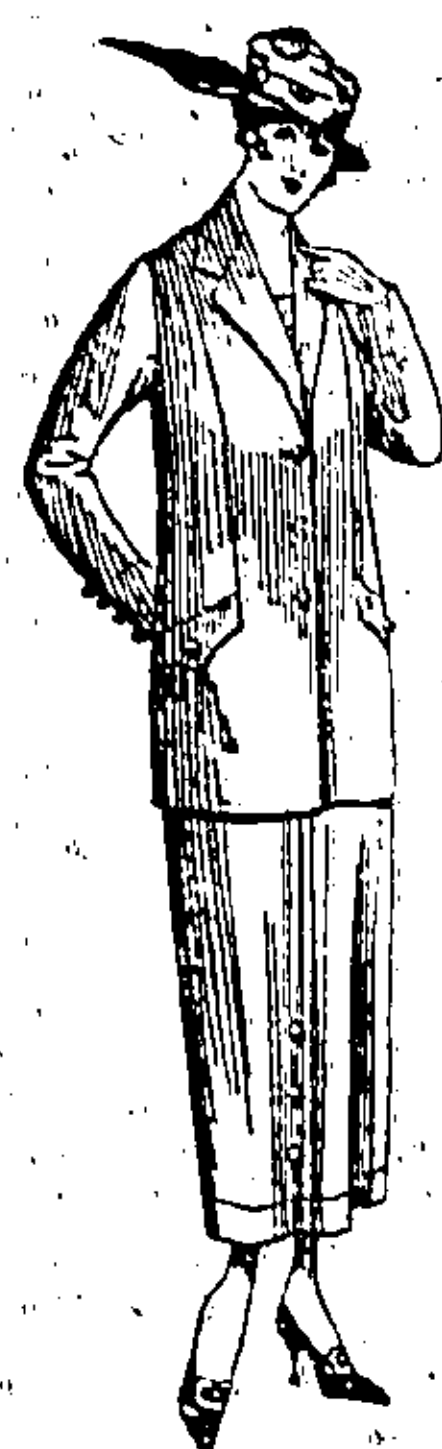
Buy all such goods direct from England—from Noble's, the actual manufacturers, and thus save middle profits. Everything offered you by Noble's will give you extreme satisfaction in quality of material, design, workmanship and price.

To save writing to England in the first place, copies of John Noble's Catalogue may be obtained, post free, from the "Hong Kong Daily Press," Hong Kong.

PATTERNS John Noble, Ltd., will gladly send a splendid selection of patterns of dress materials, post free, on application to Manchester.

REMITTANCES (in full) should be sent by Money Order, or by Bank Draft, payable at sight on London or Manchester.

JOHN NOBLE LTD. Brook Street Mills, Manchester, England



## "LA MINERVA" CIGARS.

have that purity and fragrance that appeal to all smokers.

Established in the year 1883, and with all the experience and wisdom gained in the Manufacture of Cigars for over thirty years, it is not to be wondered at that these Cigars are so popular.

Some of the shapes kept in stock:

Monte Carlo, Fancy Tales, Ministros, Monarcas, Imperiales, Perfectos, Estrellas, Reina Maria, Especiales.

AT LANE, CRAWFORD & CO.



## Hercules Explosives

### Hercules Gelignite

is furnished in all strengths and all sizes. Waterproof, free from injurious fumes. It gives most satisfactory results under all conditions.

Hercules Blasting Supplies include fuses, caps, electric caps, batteries and all other blasting equipment.

When ordering specify HERCULES Brands. The trade mark appears on every container.

HERCULES POWDER CO.

Wilmington, Delaware, U. S. A.

New York

San Francisco

## MOTOR BOATS

built under European supervision with the very best materials, and fitted with the following reliable Motors

CAILLE—PEERLESS—SCRIPPS.



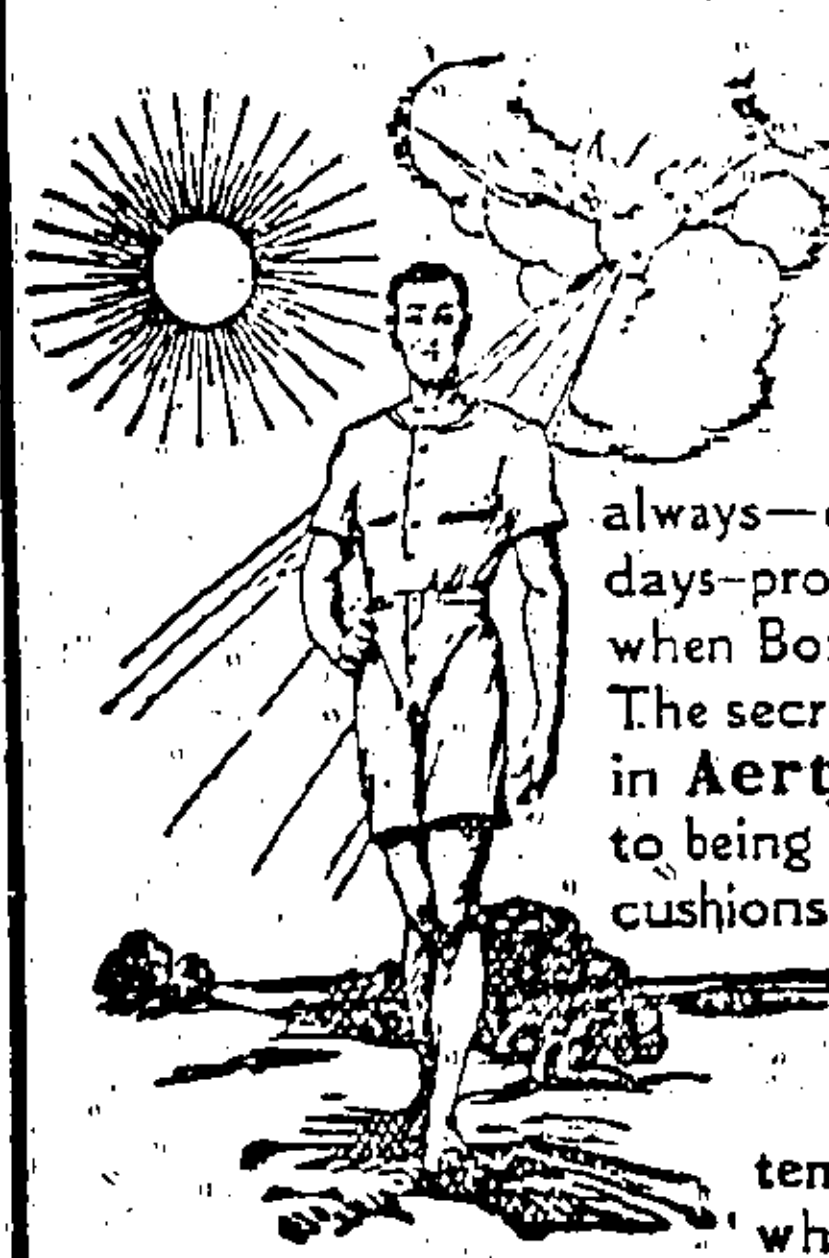
ALEX. ROSS & CO.,

4, Des Voeux Road Central—Phone 2487.

12, Canton Road, Kowloon—Phone K41.

## AERTEX CELLULAR

Defies King Sol & Boreas



Wind may roar or the sun may pour forth its hottest rays; but the man or woman clad in Aertex Cellular remains comfortable always—cool and trim on hot days—proof against penetration when Boreas blows his utmost. The secret is this: To be clad in Aertex Cellular is equal to being clad in multitudinous cushions of air—the best non-conductors of heat—the surest means of maintaining an even temperature of the body whatever the degree of heat outside.

To be obtained of all FIRST-CLASS RETAILERS



## THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
"TAIYUAN"	August 22nd.	August 25th.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fare Cargo booked through for all Australian, New Zealand and Tasmanian Ports. For freight or passage apply to

BUTTERFIELD & SWIRE, Agents.

## KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

### THE STEAMSHIP

## "VAN WAERWYCK"

will be despatched on August 24th, at 4 p.m. to,

SINGAPORE, PENANG AND BELAWAN DELI.

This vessels offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574.

Agents.



## SHIPPING NEWS

## ARRIVALS

August 19th.

Shanghai, Chinese str., 235 tons, Capt. Cordova, from Kwong Chow Wan and Macao, with a general cargo. W. Hing & Co.

August 20th.

British str., 1,221 tons, Capt. McManis, from Wuhu, which port she left on August 11th with a cargo of rice. B. & S.

Guthrie, British str., 3,398 tons, Capt. Chambers, from Shanghai with a general cargo. Shawan, Tones & Co.

British str., 1,111 tons, Capt. Page, from Canton, Po Shun & Co.

British str., 1,063 tons, Capt. Shimoda, from Samarang, with a cargo of sugar. Carroll Bros.

British str., 1,193 tons, Capt. Blackburn, from Wuhu, which port she left on August 16th, with a cargo of rice. B. & S.

British str., 1,137 tons, Capt. Hayami, from Singapore. Yamoto & Co.

British str., 2,281 tons, Capt. Woodgett, from Shanghai, with a general cargo. J. M. & Co.

British str., 1,220 tons, Capt. Morse, from Bangkok and Swatow, with a general cargo. B. & S.

British str., 1,235 tons, Capt. Veldhuis, from Balikpapan, which port she left on August 10th, with a cargo of "Kromen" oil. Asiatic Petroleum Co.

British str., 215 tons, Capt. Sumner, from Kwong Chow Wan, with a general cargo. Wang Hing & Co.

British str., 1,127 tons, Capt. James, from Canton, with a general cargo. J. M. & Co.

## CLEARANCES

August 19th.

Chong, for Haiphong.

British str., 1,220 tons, Capt. Morse, for Canton.

British str., 1,193 tons, Capt. Blackburn, for Wuhu.

British str., 1,137 tons, Capt. Hayami, for Singapore.

British str., 2,281 tons, Capt. Woodgett, for Shanghai.

British str., 1,220 tons, Capt. Morse, for Bangkok and Swatow.

British str., 1,235 tons, Capt. Veldhuis, for Balikpapan.

British str., 215 tons, Capt. Sumner, for Kwong Chow Wan.

British str., 1,127 tons, Capt. James, for Canton.

## SHIPPING MOVEMENTS

The S.S. Dunera left Singapore for this port on the 19th, instant and is due here on the 25th, instant at about daylight.

The T.K.K. S.S. Korea Maru arrived at Yokohama on the 19th, instant and will sail on the 22nd, instant, being due at this port on September 1th.

Cabled advice has been received from Manila that the Pacific Mail S.S. Co.'s S.S. "Tay" sailed from that port yesterday morning and will arrive at this port about the 23rd inst. It is proposed to despatch this vessel for San Francisco and Keelung and Shanghai, on the 25th inst.

## SHIPPING ITEMS

Notice is given that a patch of rock covered by a few feet of water at L. W. S. of 11, is situated off Jardine Matheson's new property (the Hamburg). The patch lies north and south, approximately 100 feet long, 20 feet wide, the centre bearing N. 82° E. magnetic distant 250 feet from the southern end of the lower godown on the adjacent property.

## WEATHER REPORT

August 20th, 11.25.—Warning to Hongkong: "Hulien, Coast Ports, etc. Typhoon in Lat. 15 deg. N. Long. 125 deg. E. direction W.N.W. velocity 4 to 8 miles per hour.

August 20th, 11.40.—No return from Vladivostok and Japan. Pressure has increased slightly along the east coast of China and moderately in the neighbourhood of Hongkong. It has decreased moderately over the Philippines.

The depression in the China Sea continues to move westward. This morning at 6 a.m. it was centred over Hainan. The depression in the Pacific, which may be a typhoon, is approaching N. Luzon on a W.N.W. track. At 8 a.m. this morning the centre was about 150 miles N.N.E. of Legaspi.

Hongkong Rainfall for the 24 hours ending at 10 a.m. today, 2.23 inch. Total since January 1st, 56.30 inches, against an average of 51.62 inches.

The forecast for the 24 hours ending at noon today is as follows:

District Forecast: Hongkong to Gap Rock (E. winds, fresh to moderate; fine).

Formosa Channel (N.E. winds, fresh).

South Coast of China between the same as Hongkong and Lamooka (No. 1).

South Coast of China between (E. to S.E. Hongkong and Hainan (winds, fresh).

## WAI KEE

FLAG AND SAILMAKER. No. 122, Des Vaux Road Central, Top Floor, HONGKONG.

Telephone No. 1833.

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES

OCEAN STEAM SHIP COMPANY, LTD.

AND

CHINA MUTUAL STEAM NAVIGATION

C. MEANY, LTD.

CONSIGNEES per Company's Steamer

## "CYCLOPS"

are hereby notified that the Cargo will be discharged into Hols' Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after August 18th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claim will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after Aug. 25th will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Sept. 9th, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents, Hongkong, August 17th 1919. [1142]

## NOTICE TO CONSIGNEES

S.S. "HERMELIN"

Arrived Hongkong on August 18th, 1919.

FROM BOMBAY.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.

Goods not cleared within 5 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DODD, at 10 A.M. on Mondays and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents, P. & O. S. N. CO. Hongkong, August 16th, 1919. [1]

## NOTICE TO CONSIGNEES

"GABLONZ"

Arrived Hongkong on August 17th, 1919.

FROM LONDON, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.

Goods not cleared within 5 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DODD, at 10 A.M. on Mondays and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents, P. & O. S. N. CO. Hongkong, August 17th, 1919. [1]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS &amp; LONDON.

Through Bills of Lading issued for Batavia, American, Continental, and South African Ports.

THE Homeward Mail Steamer "DUNERA" carrying His Majesty's Mail, will be despatched from this port about SEPTEMBER 7th, 1919, taking Cargo for the above Ports.

Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc. Apply to—MACKINNON, MACKENZIE & CO., Agents, P. & O. S. N. Co.

Post Box 113, 22, Des Vaux Road Central.

THE NEW FRENCH REMEDY THERAPION No. 1 THERAPION No. 2 THERAPION No. 3

For further particulars apply to—DODWELL & CO., LIMITED, Agents. [112]

## P. &amp; O.-BRITISH INDIA &amp; APCAR LINES

(COMPANIES incorporated in ENGLAND).

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

## SAILINGS FOR

MARSEILLES AND LONDON

VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"NAGOYA"	8th Sept.	13th Oct.	22nd Oct.
"KHIVA"	23rd Oct.	25th Nov.	4th Dec.

For BOMBAY VIA STRAITS &amp; COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
"DUNERA"	7th Sept.	26th Sept.

For CALCUTTA VIA STRAITS &amp; RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
"ARRATOON APCAR"	2nd Sept.	25th Sept.
"DUNERA"	25th Aug.	25th Sept.

For SHANGHAI, KOBE, etc. Agents, 22, Des Vaux Road Central HONGKONG.

## WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., Agents.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamer	For	Date of Arrival	Date and Time of Departure
"EASTERN"	Melbourne, via Queensland Ports	19th Aug.	3rd Sept., 11 A.M.

The above steamers have excellent accommodation for First and Second Saloon passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

A duly qualified Surgeon and Stewards are carried on each vessel. For Passage Rates and further particulars, apply to GIBB, LIVINGSTON & CO., AGENTS. 972

## INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	FOR	DATE OF DEPARTURE
SHANGHAI	WOSANG	Thurs. 31st Aug. 11 a.m.
STRAITS & CALCUTTA	"YATSHING"	Thurs. 31st Aug. Noon
HAIPHONG via HOIHOW	"TAKSANG"	Fri. 2nd Aug. 8 a.m.
WANTAI	"LOON-SANG"	Fri. 22nd Aug. 1 a.m.
SHANGHAI	"KWONG-NG"	Sun. 24th Aug. 8 a.m.
STRAITS & CALCUTTA	"FOOKSANG"	Tues. 26th Aug. 3 p.m.
COBE	"CHOWSANG"	Tues. 26th Aug. 3 p.m.
SHANGHAI	"YUENSANG"	Thurs. 28th Aug. 11 a.m.
WANTAI	"BO-PANG"	Sat. 30th Aug. 11 a.m.

CALCUTTA LINE.—This line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly or passengers and cargo, calling at Haiphong when inducement offers.

JOENESE LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Sandakan.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS ALL European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description fixed thereto.

For Freight or passage apply to JARDINE, MATHESON & CO., LTD. Telephone No. 215. General Managers.

## GLEN AND SHIRE

Joint Service of Steamers.

U.K. STRAITS, CHINA &amp; JAPAN SERVICE.

Vessel	Leave Hongkong	Discharges
"CARDIGANSHIRE"	15th Sept.	LONDON
"CARNARVONSHIRE"	25th Sept.	LONDON
"GLENADE"	4th Oct.	LONDON

For freight or further particulars please apply to—Jardine, Matheson & Co., Ltd. AGENTS: The Glen Line, Ltd.; The Royal Mail Steam Packet Co.; Owners of "Shire" Line.

## LLOYD TRIESTINO S.S. "GABLONZ"

Will be despatched on or about September 15th, for SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, and TRIESTE. (Possibly calling at Bombay)

First class passenger accommodation; commodious single and double berth cabins, also Cabins with 3 berths at reduced rates. For further particulars apply—DODWELL & CO., LIMITED, Agents. [112]

## CP &amp; OS

## SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki ("Moji") Kobe &amp; Yokohama)

From Hongkong Due Vancouver

Steamer	From Hongkong	Due Vancouver
Empress of Japan	Aug. 20	Sept. 10
Empress of Russia	Sept. 4	Sept. 22
Empress of Asia	Oct. 2	Oct. 20
Monteagle	Oct. 23	Nov. 17
Empress of Japan	Oct. 15	Nov. 5
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 10	Dec. 31
Empress of Russia	Dec. 25	Jan. 12
Monteagle	Jan. 1	Jan. 25

Owing to Japanese Quarantine Regulations "Monteagle" 16th August, "Empress of Japan" 20th August, and "Empress of Russia" 4th September will not call at Shanghai.

CANADIAN PACIFIC OCEAN SERVICES.

For particulars regarding passage, freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

For freight rates and through bills, etc., apply to the General Agent, J. H. WALLACE, General Agent, Phone 122.

## THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

Steamer	For	Date of Departure
"ELDRIDGE"	SEATTLE	About August 24th.
"WESTERN KNIGHT"	TACOMA	About August 31st.
"EDMORE"	VICTORIA	About Sept. 1st.
"CITY OF SPOKANE"	VANCOUVER	About Sept. 22nd.
"SEATTLE SPIRIT"	SEATTLE	About Oct. 24th.

Steamer	For	Date of Departure
"COAXET"	PORTLAND	About Oct. 5th.
"WABAN"	PORTLAND	About Oct. 11th.
"WEST MUNHAM"	PORTLAND	About Nov. 16th.



## INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to RHARA, DELAGO BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to RHARA, DELAGO BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED.  
Managing Agents.

## "ELLERMAN" LINE.

(REDFRAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED.  
General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI	"CHEKIANG"	On 21st Aug. Noon.
SHANGHAI	"SUNNING"	On 24th Aug. Dlight.
SHANGHAI	"TEAN"	On 25th Aug. Noon.
SWATOW and BANGKOK	"LUCHOW"	On 26th Aug. 11 A.M.
WIMBAY, CHEPOO & TIENTSIN	"HUCHOW"	On 28th Aug. 3 P.M.
SHANGHAI and TSINGTAU	"RWANGSE"	On 28th Aug. Dlight.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight of Passage apply to—  
BUTTERFIELD & SWIRE, Agents.

TELEPHONE 38

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

## SWATOW, AMOY AND FOOCHEW

AND RETURN.

(Occupying 8 to 10 Days)

"HAIHONG"	Capt. J. W. Evans	SUNDAY	24th Aug. at Noon.
"QUINNEBAUG"	Capt. J. Medina	WEDNESDAY	27th Aug. at 1 P.M.
"HAIHAN"	Capt. A. H. Stewart	FRIDAY	29th Aug. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,  
General Manager.

## PACIFIC MAIL S.S. CO.

## U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS  
"ECUADOR," "VENEZUELA" AND "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,  
via SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.  
THE SUNSHINE BELT.  
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

SAILINGS FROM HONGKONG at Noon.

S.S. "VENEZUELA"	Sept. 10th, 1919.
S.S. "ECUADOR"	Oct. 8th, 1919.
S.S. "COLOMBIA"	Nov. 5th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berth only).  
The Safety and Comfort of Passengers is our first consideration.  
Special care is given to the Cuisine, and the attention on passengers cannot be overpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, Ltd.  
For further information rates, literature, schedules, etc., apply to  
Telephone 41 COMPANY'S OFFICE in Alexander Building, Chester Road.

P. & O. - BRITISH INDIA  
& APCAR LINES

(COMPANIES incorporated in ENGLAND.)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

## MARSEILLES AND LONDON.

Steamer	Leave H'kong about	Due at Marseilles about	Due at London about
NAGOYA	8th September	13th Oct.	22nd Oct.
KHIVA	23rd October	25th Nov.	4th Dec.

FOR

## BOMBAY VIA STRAITS &amp; COLOMBO.

Steamer	Leave H'kong about	Due Bombay about
DUNERA	7th Sept.	25th Sept.

FOR

## CALCUTTA VIA STRAITS &amp; RANGOON.

ARRATOON APCAR ... 2nd Sept. | 25th Sept.

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave H'kong about	Shanghai Only
DUNERA	25th August	

Tickets interchangeable. P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company. 1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cables are fitted with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to  
MACLENNON, MACKENZIE & CO., Agents.  
22, Des Vaux Road Central, HONGKONG.

## N. Y. K.

## NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

## SEATTLE &amp; VICTORIA via Manila, Keelung, Shanghai &amp; Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (omitting Keelung & Shanghai)	Friday, 23rd Aug. at 11 a.m.
FUSHIMI MARU (omitting Manila)	Friday, 19th Sept. at 11 a.m.

## LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

INABA MARU	Friday, 22nd Aug. at Noon.
KANO MARU	Friday, 5th Sept. at Noon.

## MELBORNE &amp; SYDNEY via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

AKI MARU	Friday, 22nd Aug. at 11 a.m.
TANGO MARU	Wednesday, 11th Sept. at 11 a.m.

## NEW YORK &amp; HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama &amp; Colon.

## SOUTH AMERICAN PORTS via Cape.

## BOMBAY &amp; COLOMBO via Singapore.

KOSOKU MARU	Wednesday, 3rd Sept.
HWAH-WU	Middle of September.

## CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

YETOROFU MARU	Saturday, 6th Sept.
---------------	---------------------

## JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

TANGO MARU	Saturday, 23rd Aug. at 11 a.m.
------------	--------------------------------

## SHANGHAI, KOBE &amp; YOKOHAMA.

BOMBAY MARU	Sunday, 24th August.
SHIDZUOKA MARU	Thursday, 4th Sept. at 11 a.m.
KAGA MARU	Thursday, 18th Sept. at 11 a.m.

## EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.)

TAJIMA MARU (Marseilles & Liverpool)	Friday, 22nd August.
WAKASA MARU (London & Antwerp)	End of September.
TSUYAMA MARU (Marseilles & Liverpool)	End of September.

For further information apply to—  
NIPPON YUSEN KAISHA.  
Telephone Nos. 292 & 293. Y. YASUDA, Manager.

TOYO KISEN KAISHA.  
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU;  
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
PERSTA MARU	9,000	Aug. 28th.
KOREA MARU	10,000	Sept. 10th.
NIPPON MARU	11,000	Sept. 25th.
TENYO MARU	11,000	Oct. 2nd.
SIBERIA MARU	10,000	Oct. 10th. (from Yokohama)
SHINYO MARU	12,000	Oct. 25th.

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, CRUZ, BALBOA, CALLAO, ARICA, and IQUIQUE.

THENCE BY TRANS-ANDREAS SOUTH TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
ANYO MARU	15,600	Sept. 10th.
SEIYO MARU	14,000	Nov. 4th.
KIYO MARU	17,800	Jan. 9th, 1920.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, Ltd. and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge. For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER, King's Building.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS" ... 20,000	On or about 24th Aug.
	"PAUL LECAT" ... 12,000	On or about 14th Sept.
	"SPHINX" ... 20,000	On or about 4th Oct.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUBOULT, SUEZ, PORT SAID	"ANDRE LEBON" ... 22,000	On or about 23rd Aug.
---	--------------------------	-----------------------

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURNET, Acting Agent, Queen's Building, Telephone 740.

O. S. K.  
OSAKA SHOSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

## LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.

"ALTAI MARU" ... Friday, 28th August.  
"ALASKA MARU" ... Saturday, 20th September.

## GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

Buenos Aires, Rio de Janeiro, Santos, Mauritius, Durban and CAPE TOWN via SINGAPORE.  
"TACOMA MARU" ... Wednesday, 10th September.

## BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" ... Sunday, 31st August.

## SAIGON BANGKOK, SINGAPORE—Regular Monthly service.

"SHISEN MARU" ... Monday, 1st September.

## SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"LUZON MARU" ... Beginning October.

## VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Saturday, 23rd August.

"CANADA MARU" ... Monday, 1st September.

## JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.

"NANKING MARU" ... Friday, 22nd August.

"SIAM MARU" (omitting Moji & Yokkaichi) ... Monday, 25th August.

## KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY.  
"BOHEU MARU" ... Thursday, 25th Aug. at 9 a.m.

For KEELUNG via SWATOW and AMOY.  
"KANO MARU" ... Sunday, 24th Aug. at 10 a.m.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building, Tel. No. 744 and 745.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"  
14,000 tons, 10,400 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" "CHINA" "NILE"  
Aug. 22nd, Sept. 11th, Oct. 1st.

[An unsurpassed high-class passenger service.]

O. H. RITTER, Freight and Passenger Agent, 101 House Street, Tel. 1543.



